ARCHITECTURE ENG NEER NG PLANNING INTERIORS ENERGY

Feasibility Study and Concept Design II for the Maine Correctional Center

Maine Department of Corrections
Windham, Maine

Joint Study Report – Appendices
Volume 2

Maine Project #14MCC015

April 6, 2015
SMRT Project No. 13133

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TAB 1

APPENDIX 1: UNDISCOUNTED COSTS AND BENEFITS

	Capital Costs	*Total Avoided Costs*	Avoided Operating Costs	Deferred Maintenance: MCCC	Deferred Maintenance: DECC	Deferred Maintenance: CCC	Capital Projects MCCC	Capital Projects DECC	Capital Projects CCC	Annual Utility Cost MCCC	Annual Utility Cost DECC	Annual Utility Cost CCC
1	-$81.63	*$0.00*										
2	-$81.63	*$24.23*					$24.23					
3		*$28.67*	$8.967	$0.100			$14.03	$5.57		$0.546		
4		*$19.95*	$8.967	$0.100	$0.024		$4.27	$4.02	$2.57	$0.546	$0.217	
5		*$13.08*	$8.967	$0.100	$0.024	$0.006	$2.27	$1.71		$0.546	$0.217	$0.043
6		*$12.65*	$8.967	$0.100	$0.024	$0.006	$2.25	$1.30		$0.546	$0.217	$0.043
7		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
8		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
9		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
10		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
11		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
12		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
13		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
14		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
15		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
16		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
17		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
18		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
19		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
20		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
21		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
22		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
23		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
24		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
25		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
26		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
27		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
28		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
29		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
30		*$9.096*	$8.967	$0.100	$0.024	$0.006				$0.546	$0.217	$0.043
TOTAL	-$163.26	$316.88	$251.076	$2.79	$0.63	$0.16	$47.05	$12.60	$2.57	$15.28	$5.85	$1.11

APPENDIX 2 DISCOUNTED COSTS AND BENEFITS

	Capital Costs	Total Avoided Costs	Avoided Operating Costs	Deferred Maintenance: MCCC	Deferred Maintenance: DECC	Deferred Maintenance: CCC	Capital Projects MCCC	Capital Projects DECC	Capiatal Projects CCC	Annual Utility Cost MCCC	Annual Utility Cost DECC	Annual Utility Cost CCC
1	-$78.49	$0.00	$0.00									
2	-$75.47	$22.40	$0.00				$22.40					
3		$25.49	$7.97	$0.09			$12.48	$4.96		$0.49		
4		$17.05	$7.67	$0.09	$0.02		$3.65	$3.43	$2.20	$0.47	$0.19	
5		$10.75	$7.37	$0.08	$0.02	$0.01	$1.87	$1.41		$0.45	$0.18	$0.04
6		$10.00	$7.09	$0.08	$0.02	$0.00	$1.78	$1.03		$0.43	$0.17	$0.03
7		$6.91	$6.81	$0.08	$0.02	$0.00				$0.41	$0.16	$0.03
8		$6.65	$6.55	$0.07	$0.02	$0.00				$0.40	$0.16	$0.03
9		$6.39	$6.30	$0.07	$0.02	$0.00				$0.38	$0.15	$0.03
10		$6.15	$6.06	$0.07	$0.02	$0.00				$0.37	$0.15	$0.03
11		$5.91	$5.82	$0.06	$0.02	$0.00				$0.35	$0.14	$0.03
12		$5.68	$5.60	$0.06	$0.01	$0.00				$0.34	$0.14	$0.03
13		$5.46	$5.39	$0.06	$0.01	$0.00				$0.33	$0.13	$0.03
14		$5.25	$5.18	$0.06	$0.01	$0.00				$0.32	$0.13	$0.02
15		$5.05	$4.98	$0.06	$0.01	$0.00				$0.30	$0.12	$0.02
16		$4.86	$4.79	$0.05	$0.01	$0.00				$0.29	$0.12	$0.02
17		$4.67	$4.60	$0.05	$0.01	$0.00				$0.28	$0.11	$0.02
18		$4.49	$4.43	$0.05	$0.01	$0.00				$0.27	$0.11	$0.02
19		$4.32	$4.26	$0.05	$0.01	$0.00				$0.26	$0.10	$0.02
20		$4.15	$4.09	$0.05	$0.01	$0.00				$0.25	$0.10	$0.02
21		$3.99	$3.94	$0.04	$0.01	$0.00				$0.24	$0.10	$0.02
22		$3.84	$3.78	$0.04	$0.01	$0.00				$0.23	$0.09	$0.02
23		$3.69	$3.64	$0.04	$0.01	$0.00				$0.22	$0.09	$0.02
24		$3.55	$3.50	$0.04	$0.01	$0.00				$0.21	$0.08	$0.02
25		$3.41	$3.36	$0.04	$0.01	$0.00				$0.20	$0.08	$0.02
26		$3.28	$3.23	$0.04	$0.01	$0.00				$0.20	$0.08	$0.02
27		$3.15	$3.11	$0.03	$0.01	$0.00				$0.19	$0.08	$0.01
28		$3.03	$2.99	$0.03	$0.01	$0.00				$0.18	$0.07	$0.01
29		$2.92	$2.88	$0.03	$0.01	$0.00				$0.17	$0.07	$0.01
30		$2.80	$2.76	$0.03	$0.01	$0.00				$0.17	$0.07	$0.01
TOTAL	-$153.96	$195.30	$138.15	$1.53	$0.34	$0.08	$42.17	$10.82	$2.20	$8.41	$3.15	$0.59

Appendix 3: Cash Flow Analysis

	Avoided Costs	Bond Payments	Net
1			
2	$1.76	-$5.94	-$4.17
3	$12.15	-$11.87	$0.28
4	$12.94	-$11.87	$1.07
5	$13.23	-$11.87	$1.36
6	$13.49	-$11.87	$1.62
7	$13.49	-$11.87	$1.62
8	$13.49	-$11.87	$1.62
9	$13.49	-$11.87	$1.62
10	$13.49	-$11.87	$1.62
11	$13.49	-$11.87	$1.62
12	$13.49	-$11.87	$1.62
13	$13.49	-$11.87	$1.62
14	$13.49	-$11.87	$1.62
15	$13.49	-$11.87	$1.62
16	$13.49	-$11.87	$1.62
17	$13.49	-$11.87	$1.62
18	$13.49	-$11.87	$1.62
19	$13.49	-$11.87	$1.62
20	$13.49	-$11.87	$1.62
21	$13.49	-$5.94	$7.56
22	$11.73		$11.73
23	$10.30		$10.30
24	$9.52		$9.52
25	$9.23		$9.23
26	$9.10		$9.10
27	$9.10		$9.10
28	$9.10		$9.10
29	$9.10		$9.10
30	$9.10		$9.10

TAB 2

MAINE CORRECTIONAL CENTER - BUILDING SUMMARY

CONCEPTUAL ESTIMATE
January 19, 2015
TOTAL SF: 440398

Preferred Construction Management

BLDG #	BUILDING	BUILDING COST	BUILDING SF	COST/SF
1.0	PUBLIC LOBBY	$995,091	2,811	$354.00
2.0	ADMINISTRATION	$1,674,487	6,378	$262.54
3.0	STAFF SUPPORT	$2,489,712	9,352	$266.22
4.0	SECURITY OPERATIONS	$2,290,597	7,027	$325.97
5.0	RECEPTION & DISCHARGE	$3,086,705	9,189	$335.91
6.0	HOUSING			
6.1	MALE MEDIUM HOUSE	$12,064,397	68,824	$175.29
6.2	MALE MIN HOUSING	$0	0	$0.00
6.3	MALE RECEPT HOUSING	$11,651,983	26,865	$433.72
6.4	FEMALE HOUSING	$5,397,663	33,932	$159.07
7.0	MEDICAL/MENTAL HEALTH			
7.1, 7.2	MEDICAL CLINIC	$5,773,310	18,595	$310.48
7.3	MALE ASSISTED LIVING	$8,736,312	21,784	$401.04
7.4	MALE MENTAL HEALTH	$7,665,775	13,838	$553.97
7.5	FEMALE MENTAL HEALTH	$3,103,275	7,189	$431.67
8.0	VISITATION	$2,044,264	7,027	$290.92
9.0	PROGRAMS & SERVICES	$10,865,217	41,622	$261.05
10.0	INDUSTRIES	$8,587,866	39,017	$220.11
11.0, 12.0, 13.0	FOODSERVICE, LAUNDRY, COMMISSARY	$6,958,545	18,973	$366.76
14.0	WAREHOUSE	$3,025,986	18,487	$163.68
15.0	SITEWORK (INCLUDES ENCLOSED WALK WAY)	$21,228,626	35,757	$673.71
16.0	MAINTENANCE / CENTRAL PLANT	$8,625,272	17,298	$498.63
17.0	MEN'S REENTRY CENTER	$13,270,356	36,433	$364.24
TOTAL CONSTRUCTION COST		$139,535,439	440,398	$316.84

CONCEPTUAL ESTIMATE
January 19, 2015
TOTAL SF: 440398

Preferred Construction Management

DIV.	TRADE	TRADE COST	COST/SF
2	DEMOLITION	$1,004,020	$2.28
3	CONCRETE	$10,475,326	$23.79
4	MASONRY	$4,124,272	$9.36
5	METALS	$5,802,739	$13.18
6	CARPENTRY	$649,530	$1.47
7	MOISTURE PROTECTION	$5,348,602	$12.14
8	OPENINGS	$3,848,970	$8.74
9	FINISHES	$3,795,992	$8.62
10	SPECIALTIES	$681,930	$1.55
11	EQUIPMENT	$2,117,980	$4.81
12	FURNISHINGS	$127,000	$0.29
14	CONVEYING SYSTEMS	$150,000	$0.34
21	FIRE PROTECTION	$981,042	$2.23
22	PLUMBING	$3,502,700	$7.95
23	HVAC	$14,214,912	$32.28
26	ELECTRICAL	$12,461,094	$28.30
31	SITEWORK	$10,112,725	$22.96
32	PILES	$2,484,000	$5.64
	COVERED WALKWAY	$5,160,020	$11.72
	VSP & GATEWAY	$172,800	$0.39
	MALE RE-ENTRY	$9,312,935	$21.15
SUBTOTAL		$96,528,588	$219.18
GENERAL CONDITIONS/REQS		$9,652,859	$21.92
DESIGN CONTINGENCY		$14,460,754	$32.84

CONCEPTUAL ESTIMATE
January 19, 2015
TOTAL SF: 440398

Preferred Construction Management

DIV.	TRADE	TRADE COST	COST/SF
	BUILDING PERMIT	$1,206,422	$2.74
	OVERHEAD & PROFIT	$3,655,459	$8.30
	BOND & INSURANCE	$2,510,082	$5.70
	ESCALATION	$11,521,275	$26.16
TOTAL CONSTRUCTION COST		**$139,535,438**	**$316.84**

MAINE CORRECTIONAL CENTER

Preferred Construction Management

BUILDING TRADE SUMMARY

1 of 3

PROJ. NO:	2-035
EST DATE	1/19/2015

BUILDING SQUARE FOOTAGE	1.0 LOBBY 2,811		2.0 ADMINISTRATION 6,378		3.0 STAFF SUPPORT 9,352		4.0 SECURITY & OPS 7,027		5.0 RECEPTION/DISCHARGE 9,189		8.0 VISITATION 7,027		9.0 PROGRAMS & SERV. 41,622		10.0 INDUSTRIES 39,017	
DESCRIPTION	UNIT $	TOTAL $	UNIT $	TOTAL $	UNIT $	TOTAL $	UNIT $	TOTAL $	UNIT $	TOTAL $	UNIT $	TOTAL $	UNIT $	TOTAL $	UNIT $	TOTAL $
DIVISION 2 - DEMOLITION	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 0.55	$21,600
DIVISION 3 - BUILDING CONCRETE	$ 41.09	$115,495	$ 34.82	$222,064	$ 24.41	$228,272	$ 27.57	$193,750	$ 38.92	$357,601	$ 28.35	$199,224	$ 24.13	$1,004,310	$ 26.40	$1,030,156
DIVISION 4 - MASONRY	$ 0.55	$1,536	$ -	$ -	$ -	$ -	$ 24.03	$168,876	$ 30.79	$282,924	$ 19.54	$137,286	$ 21.48	$894,240	$ 13.72	$535,158
DIVISION 5 - STEEL	$ 33.44	$94,000	$ 21.48	$137,000	$ 26.44	$247,302	$ 22.36	$157,095	$ 24.23	$222,662	$ 22.36	$157,095	$ 21.47	$893,677	$ 14.80	$577,260
DIVISION 6 - WOOD AND CARPENTRY	$ 4.83	$13,565	$ 3.62	$23,115	$ 1.79	$16,775	$ 5.36	$37,665	$ 4.90	$45,000	$ 3.10	$21,765	$ 1.58	$65,845	$ 0.26	$10,000
DIVISION 7 - THERMAL MOISTURE PROTECTION	$ 10.33	$29,035	$ 3.96	$25,261	$ 18.04	$168,666	$ 19.34	$135,931	$ 21.73	$199,676	$ 19.30	$135,600	$ 18.70	$778,393	$ 13.80	$538,561
DIVISION 8 - DOORS AND WINDOWS	$ 32.12	$90,300	$ 12.10	$77,200	$ 12.37	$115,700	$ 12.69	$89,200	$ 18.33	$168,400	$ 8.38	$58,900	$ 4.87	$202,800	$ 4.65	$181,250
DIVISION 9 - FINISHES	$ 27.13	$76,268	$ 26.05	$166,158	$ 25.92	$242,406	$ 13.65	$95,951	$ 11.59	$106,495	$ 12.99	$91,246	$ 10.60	$441,116	$ 7.48	$292,001
DIVISION 10 - SPECIALTIES	$ 8.99	$25,270	$ 0.83	$5,295	$ 4.68	$43,780	$ 0.74	$5,170	$ 0.93	$8,540	$ 1.24	$8,710	$ 0.45	$18,570	$ 0.57	$22,235
DIVISION 11 - EQUIPMENT	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 2.85	$20,000	$ 0.96	$40,000	$ -	$ -
DIVISION 12 - FURNISHINGS	$ 2.67	$7,500	$ 1.25	$8,000	$ 1.02	$9,500	$ 1.07	$7,500	$ 1.36	$12,500	$ 1.07	$7,500	$ 0.70	$29,000	$ 0.51	$20,000
DIVISION 13 - SPECIAL CONSTRUCTION	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
DIVISION 14 - CONVEYING SYSTEMS	$ 17.79	$50,000.00	$ 15.68	$100,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
DIVISION 21 - SPRINKLER	$ 3.00	$8,433	$ 3.00	$19,134	$ 3.00	$28,056	$ 3.00	$21,081	$ 3.00	$27,567	$ 3.00	$21,081	$ 3.00	$124,866	$ 2.52	$98,151
DIVISION 22 - PLUMBING	$ 8.80	$24,750	$ 4.43	$28,250	$ 13.66	$127,750	$ 4.52	$31,750	$ 4.33	$39,750	$ 8.79	$61,750	$ 3.42	$142,500	$ 3.45	$134,800
DIVISION 23 - HVAC	$ 30.00	$84,330	$ 30.00	$191,340	$ 32.00	$299,264	$ 32.00	$224,864	$ 35.00	$321,615	$ 35.00	$245,945	$ 35.00	$1,456,770	$ 30.85	$1,203,595
DIVISION 26 - ELECTRICAL	$ 23.50	$66,059	$ 23.50	$149,883	$ 23.50	$219,772	$ 58.96	$414,324	$ 36.50	$335,399	$ 34.50	$242,432	$ 34.50	$1,435,959	$ 28.55	$1,114,012
DIVISION 31 - SITEWORK	$ 4.20	$11,800	$ 3.52	$22,430	$ -	$ -	$ 3.47	$24,350	$ 4.14	$38,075	$ 3.71	$26,100	$ 2.33	$97,000	$ 2.33	$90,835
BLDG. CONSTR. SUBTOTAL	$ 248.43	**$ 698,340**	$ 184.25	**$ 1,175,130**	$ 186.83	**$ 1,747,243**	$ 228.76	**$ 1,607,506**	$ 235.74	**$ 2,166,203**	$ 204.16	**$ 1,434,633**	$ 183.20	**$ 7,625,045**	$ 150.44	**$ 5,869,613**
GENERAL CONDITIONS/REQ'S	$ 24.84	$ 69,834	$ 18.42	$ 117,513	$ 18.68	$ 174,724	$ 22.88	$ 160,751	$ 23.57	$ 216,620	$ 20.42	$ 143,463	$ 18.32	$ 762,505	$ 15.04	$ 586,961
DESIGN CONTINGENCY	$ 32.79	$ 92,181	$ 24.32	$ 155,117	$ 24.66	$ 230,636	$ 30.20	$ 212,191	$ 31.12	$ 285,939	$ 26.95	$ 189,372	$ 24.18	$ 1,006,506	$ 24.82	$ 968,486
BUILDING PERMIT	$ 3.06	$ 8,604	$ 2.27	$ 14,478	$ 2.30	$ 21,526	$ 2.82	$ 19,804	$ 2.90	$ 26,688	$ 2.52	$ 17,675	$ 2.26	$ 93,941	$ 1.90	$ 74,251
OVERHEAD & PROFIT	$ 9.27	$ 26,069	$ 6.88	$ 43,867	$ 6.97	$ 65,224	$ 8.54	$ 60,008	$ 8.80	$ 80,863	$ 7.62	$ 53,554	$ 6.84	$ 284,640	$ 5.77	$ 224,979
BOND AND INSURANCE	$ 6.37	$ 17,901	$ 4.72	$ 30,122	$ 4.79	$ 44,787	$ 5.86	$ 41,205	$ 6.04	$ 55,526	$ 5.23	$ 36,774	$ 4.70	$ 195,453	$ 3.96	$ 154,486
ESCALATION	$ 29.23	$ 82,164	$ 21.68	$ 138,260	$ 21.98	$ 205,573	$ 26.92	$ 189,132	$ 27.74	$ 254,866	$ 24.02	$ 168,792	$ 21.55	$ 897,128	$ 18.17	$ 709,090
BLDG. CONSTR. GRAND TOTAL	$ 354.00	**$ 995,091**	$ 262.54	**$ 1,674,487**	$ 266.22	**$ 2,489,712**	$ 325.97	**$ 2,290,597**	$ 335.91	**$ 3,086,705**	$ 290.92	**$ 2,044,264**	$ 261.05	**$ 10,865,217**	$ 220.11	**$ 8,587,866**

MAINE CORRECTIONAL CENTER

Preferred Construction Management

BUILDING TRADE SUMMARY *(HOUSING)*

2 of 3

PROJ. NO	2-035
EST DATE	1/19/2015

BUILDING SQUARE FOOTAGE	6.1 MALE MEDIUM 68,824		6.2 MALE MIN (FUTURE) 0		6.3 MALE RECEPT 26,865		6.4 FEMALE HOUSING 33,932		7.1, 7.2 MEDICAL CLINIC 18,595		7.3 MALE ASSIST 21,784		7.4 MALE MENTAL HEALTH 13,838		7.5 FEMALE MENTAL HLTH 7,189	
DESCRIPTION	UNIT $	TOTAL $	UNIT $	TOTAL $	UNIT $	TOTAL $	UNIT $	TOTAL $	UNIT $	TOTAL $	UNIT $	TOTAL $	UNIT $	TOTAL $	UNIT $	TOTAL $
DIVISION 2 - DEMOLITION	$ 4.94	$340,000		$ -	$ -	$ -	$ 0.34	$11,420	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
DIVISION 3 - BUILDING CONCRETE	$ 2.96	$203,857		$ -	$ 62.43	$1,677,302	$ 19.50	$661,814	$ 24.52	$455,901	$ 57.12	$1,244,319	$ 81.91	$1,133,513	$ 65.95	$474,090
DIVISION 4 - MASONRY	$ 7.92	$545,218		$ -	$ 5.31	$142,560	$ 3.42	$116,010	$ 26.04	$484,164	$ 4.22	$91,872	$ 7.54	$104,400	$ 9.44	$67,860
DIVISION 5 - STEEL	$ 1.48	$102,134		$ -	$ 22.43	$602,525	$ 7.16	$242,992	$ 22.08	$410,583	$ 21.88	$476,669	$ 23.99	$331,933	$ 21.24	$152,662
DIVISION 6 - WOOD AND CARPENTRY	$ 0.15	$10,000		$ -	$ 1.49	$40,000	$ 1.03	$35,000	$ 7.67	$142,540	$ 1.84	$40,000	$ 5.06	$70,000	$ 3.48	$25,000
DIVISION 7 - THERMAL MOISTURE PROTECTION	$ 10.43	$717,947		$ -	$ 15.60	$419,208	$ 6.58	$223,270	$ 18.81	$349,864	$ 14.71	$320,493	$ 22.67	$313,686	$ 22.17	$159,367
DIVISION 8 - DOORS AND WINDOWS	$ 4.51	$310,620		$ -	$ 25.68	$690,000	$ 9.48	$321,600	$ 8.20	$152,400	$ 16.50	$359,400	$ 35.34	$489,000	$ 32.97	$237,000
DIVISION 9 - FINISHES	$ 9.33	$642,151		$ -	$ 10.27	$275,794	$ 6.35	$215,454	$ 13.25	$246,378	$ 9.15	$199,383	$ 12.39	$171,423	$ 11.13	$79,981
DIVISION 10 - SPECIALTIES	$ 1.16	$80,030		$ -	$ 1.58	$42,500	$ 1.11	$37,500	$ 0.73	$13,600	$ 1.95	$42,500	$ 3.07	$42,500	$ 3.83	$27,500
DIVISION 11 - EQUIPMENT	$ 4.50	$310,000		$ -	$ 13.75	$369,440	$ 6.17	$209,240	$ 1.88	$35,000	$ 8.96	$195,200	$ 16.73	$231,500	$ 14.97	$107,600
DIVISION 12 - FURNISHINGS	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ 0.35	$6,500	$ -	$ -	$ -	$ -	$ -	$ -
DIVISION 13 - SPECIAL CONSTRUCTION	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
DIVISION 14 - CONVEYING SYSTEMS	$ -	$ -		$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
DIVISION 21 - SPRINKLER	$ 2.40	$165,347		$ -	$ 3.25	$87,311	$ 1.40	$47,469	$ 3.00	$55,785	$ 3.25	$70,798	$ 3.25	$44,974	$ 3.25	$23,364
DIVISION 22 - PLUMBING	$ 9.08	$625,250		$ -	$ 6.40	$172,000	$ 7.37	$250,000	$ 10.12	$188,250	$ 17.12	$373,050	$ 32.74	$453,050	$ 23.65	$170,000
DIVISION 23 - HVAC	$ 29.88	$2,056,340		$ -	$ 40.00	$1,074,600	$ 13.37	$453,680	$ 40.00	$743,800	$ 40.00	$871,360	$ 40.00	$553,520	$ 40.00	$287,560
DIVISION 26 - ELECTRICAL	$ 30.72	$2,114,199		$ -	$ 43.50	$1,168,628	$ 23.77	$806,582	$ 38.50	$715,908	$ 43.50	$947,604	$ 43.50	$601,953	$ 43.50	$312,722
DIVISION 31 - SITEWORK	$ 0.33	$22,650		$ -	$ 3.80	$102,000	$ 1.68	$57,150	$ 2.74	$50,950	$ 4.06	$88,425	$ 7.54	$104,275	$ 7.39	$53,125
DIVISION 31 - PILES	$ -	$ -		$ -	$ 40.95	$1,100,000	$ -	$ -	$ -	$ -	$ 29.84	$650,000	$ 53.04	$734,000	$ -	$ -
BLDG. CONSTR. SUBTOTAL	$ 119.81	**$ 8,245,744**		**$ -**	$ 296.44	**$ 7,963,868**	$ 108.72	**$ 3,689,181**	$ 217.89	**$ 4,051,622**	$ 274.10	**$ 5,971,073**	$ 388.76	**$ 5,379,726**	$ 302.94	**$ 2,177,831**
GENERAL CONDITIONS/REQ'S	$ 11.98	$ 824,574		$ -	$ 29.64	$ 796,387	#VALUE!	$ 368,918	$ 21.79	$ 405,162	$ 27.41	$ 597,107	$ 38.88	$ 537,973	$ 30.29	$ 217,783
DESIGN CONTINGENCY	$ 19.77	$ 1,360,548		$ -	$ 48.91	$ 1,314,038	$ 17.94	$ 608,715	$ 28.76	$ 534,814	$ 45.23	$ 985,227	$ 51.32	$ 710,124	$ 39.99	$ 287,474
BUILDING PERMIT	$ 1.52	$ 104,309		$ -	$ 3.75	$ 100,743	$ 1.38	$ 46,668	$ 2.68	$ 49,916	$ 3.47	$ 75,534	$ 4.79	$ 66,278	$ 3.73	$ 26,831
OVERHEAD & PROFIT	$ 4.59	$ 316,055		$ -	$ 11.36	$ 305,251	$ 4.17	$ 141,404	$ 8.13	$ 151,245	$ 10.51	$ 228,868	$ 14.51	$ 200,823	$ 11.31	$ 81,298
BOND AND INSURANCE	$ 3.15	$ 217,025		$ -	$ 7.80	$ 209,606	$ 2.86	$ 97,098	$ 5.59	$ 103,855	$ 7.21	$ 157,156	$ 9.97	$ 137,898	$ 7.77	$ 55,824
ESCALATION	$ 14.47	$ 996,143		$ -	$ 35.81	$ 962,090	$ 13.13	$ 445,679	$ 25.64	$ 476,695	$ 33.11	$ 721,347	$ 45.74	$ 632,954	$ 35.64	$ 256,234
BLDG. CONSTR. GRAND TOTAL	$ 175.29	**$ 12,064,397**		**$ -**	$ 433.72	**$ 11,651,983**	$ 159.07	**$ 5,397,663**	$ 310.48	**$ 5,773,310**	$ 401.04	**$ 8,736,312**	$ 553.97	**$ 7,665,775**	$ 431.67	**$ 3,103,275**

MAINE CORRECTIONAL CENTER

Preferred Construction Management

BUILDING TRADE SUMMARY

3 of 3

PROJ. NO:	2-035
EST DATE	1/19/2015

BUILDING	11.0, 12.0, 13.0 FOOD, LNDRY		14.0 WAREHOUSE		15.0 SITEWORK		16.0 MAINT, CENTRAL PLNT		17.0 MALE REENTRY	
SQUARE FOOTAGE	18,973		18,487		440,398		17,298		36,433	
DESCRIPTION	UNIT $	TOTAL $	UNIT $	TOTAL $	UNIT $	TOTAL $	UNIT $	TOTAL $	UNIT $	TOTAL $
DIVISION 2 - DEMOLITION	$ -	$ -	$ 1.95	$36,000	$ 1.35	$595,000	$ -	$ -	$ -	$ -
DIVISION 3 - BUILDING CONCRETE	$ 22.27	$422,583	$ 16.81	$310,744	$ -	$ -	$ 31.24	$540,333	$ -	$ -
DIVISION 4 - MASONRY	$ 18.16	$344,520	$ 6.25	$115,488	$ -	$ -	$ 5.33	$92,160	$ -	$ -
DIVISION 5 - STEEL	$ 23.66	$448,906	$ 8.83	$163,205	$ -	$ -	$ 22.26	$385,043	$ -	$ -
DIVISION 6 - WOOD AND CARPENTRY	$ 2.28	$43,260	$ 0.54	$10,000	$ -	$ -	$ -	$ -	$ -	$ -
DIVISION 7 - THERMAL MOISTURE PROTECTION	$ 19.52	$370,299	$ 7.01	$129,616	$ -	$ -	$ 19.29	$333,729	$ -	$ -
DIVISION 8 - DOORS AND WINDOWS	$ 10.56	$200,300	$ 3.48	$64,400	$ -	$ -	$ 2.34	$40,500	$ -	$ -
DIVISION 9 - FINISHES	$ 9.32	$176,766	$ 10.70	$197,864	$ -	$ -	$ 4.58	$79,156	$ -	$ -
DIVISION 10 - SPECIALTIES	$ 13.31	$252,560	$ 0.31	$5,670	$ -	$ -	$ -	$ -	$ -	$ -
DIVISION 11 - EQUIPMENT	$ 31.62	$600,000	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
DIVISION 12 - FURNISHINGS	$ 0.58	$11,000	$ 0.43	$8,000	$ -	$ -	$ -	$ -	$ -	$ -
DIVISION 13 - SPECIAL CONSTRUCTION	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
DIVISION 14 - CONVEYING SYSTEMS	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
DIVISION 21 - SPRINKLER	$ 3.00	$56,919	$ 2.03	$37,461	$ -	$ -	$ 2.50	$43,245	$ -	$ -
DIVISION 22 - PLUMBING	$ 13.62	$258,500	$ 2.10	$38,800	$ -	$ -	$ 22.11	$382,500	$ -	$ -
DIVISION 23 - HVAC	$ 40.00	$758,920	$ 25.26	$467,045	$ -	$ -	$ 168.83	$2,920,364	$ -	$ -
DIVISION 26 - ELECTRICAL	$ 34.50	$654,569	$ 20.32	$375,677	$ -	$ -	$ 45.41	$785,417	$ -	$ -
DIVISION 31 - SITEWORK	$ 14.98	$284,300	$ 1.19	$22,050	$ 20.37	$8,970,110	$ 2.72	$47,100	$ -	$ -
DIVISION 31 - PILES	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
COVERED WALKWAY	$ -	$ -	$ -	$ -	$ 11.72	$5,160,020	$ -	$ -	$ -	$ -
VSP & GATE HOUSE	$ -	$ -	$ -	$ -	$ 0.39	$172,800	$ -	$ -	$ -	$ -
MALE REENTRY (BASED ON WOMEN'S REENTRY)	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 255.62	$ 9,312,935.33
BLDG. CONSTR. SUBTOTAL	$ 257.39	**$ 4,883,402**	$ 107.21	**$ 1,982,019**	$ 33.83	**$ 14,897,930**	$ 326.60	**$ 5,649,547**	$ 255.62	**$ 9,312,935**
GENERAL CONDITIONS/REQ'S	$ 25.74	$ 488,340	$ 10.72	$ 198,202	$ 3.38	$ 1,489,793	$ 32.66	$ 564,955	$ 25.56	$ 931,294
DESIGN CONTINGENCY	$ 33.98	$ 644,609	$ 23.59	$ 436,044	$ 4.47	$ 1,966,527	$ 71.85	$ 1,242,900	$ 33.74	$ 1,229,307
BUILDING PERMIT	$ 3.17	$ 60,164	$ 1.42	$ 26,163	$ 0.42	$ 183,542	$ 4.31	$ 74,574	$ 3.15	$ 114,735
OVERHEAD & PROFIT	$ 9.61	$ 182,295	$ 4.29	$ 79,273	$ 1.26	$ 556,134	$ 13.06	$ 225,959	$ 9.54	$ 347,648
BOND AND INSURANCE	$ 6.60	$ 125,176	$ 2.94	$ 54,434	$ 0.87	$ 381,879	$ 8.97	$ 155,159	$ 6.55	$ 238,718
ESCALATION	$ 30.28	$ 574,559	$ 13.52	$ 249,852	$ 3.98	$ 1,752,822	$ 41.17	$ 712,178	$ 30.07	$ 1,095,717
BLDG. CONSTR. GRAND TOTAL	$ 366.76	**$ 6,958,545**	$ 163.68	**$ 3,025,986**	$ 48.20	**$ 21,228,626**	$ 498.63	**$ 8,625,272**	$ 364.24	**$ 13,270,356**

MCC - 1.0 LOBBY

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
CONCRETE				
Continuous Footings (LF)	132	$58.00	$7,656	$2.72
Spread Footings - 6'x6'x1' (EA)	8	$520.00	$4,160	$1.48
Foundation Walls - 4'6" (LF)	132	$125.00	$16,500	$5.87
Slab on Grade - 5" (SF)	2,811	$4.25	$11,947	$4.25
Misc Concrete (LS)	1	$2,500.00	$2,500	$0.89
Precast Walls (SF)	1,914	$38.00	$72,732	$25.87
MASONRY				
Stone Veneer (LF)	48	$32.00	$1,536	$0.55
STEEL				
Structural Steel _TON_ - 10 lbs/sf	14	3 500.00	49 000	$17.43
Canopy (SF)	200	$100.00	$20,000	$7.11
Stairs w/ Railings (FLT)	1	$15,000.00	$15,000	$5.34
Misc Metals (LS)	1	$10,000.00	$10,000	$3.56
FINISH CARP				
Window Sills (LF)	33	$55.00	$1,815	$0.65
Solid Surface CT (LF)	10	$175.00	$1,750	$0.62
Reception Deck/Counter (LF)	20	$500.00	$10,000	$3.56
MOISTURE PROTECTION				
Drainage Board (SF)	594	$1.25	$743	$0.26
Vapor Barrier at SOG (SF)	2,811	$1.20	$3,373	$1.20
Canopies (EA)	1	$15,000.00	$15,000	$5.34
Spray Fireproofing (SF)	2,811	$1.75	$4,919	$1.75
Caulking (LS)	1	$5,000.00	$5,000	$1.78
OPENINGS				
Single Doors (EA)	6	$1,200.00	$7,200	$2.56
Aluminum Entrances (EA)	4	$5,000.00	$20,000	$7.11
Aluminum Storefront (SF)	240	$65.00	$15,600	$5.55
Automatic Operators (EA)	4	$3,500.00	$14,000	$4.98
Aluminum Windows (EA)	5	$1,500.00	$7,500	$2.67
Interior Aluminum Storefront (SF)	320	$50.00	$16,000	$5.69

MCC - 1.0 LOBBY

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Misc Glass (LS)	1	$10,000.00	$10,000	$3.56
FINISHES				
Interior Partitions (SF)	2,610	$7.00	$18,270	$6.50
GWB Ceilings (SF) - 30%	780	$4.25	$3,315	$1.18
GWB Soffits (LF)	140	$17.00	$2,380	$0.85
ACT (SF) - 70%	1,820	$3.75	$6,825	$2.43
Porcelain Tile (SF)	1,740	$16.00	$27,840	$9.90
Ceramic Floor Tile (SF)	114	$13.00	$1,482	$0.53
Ceramic Wall Tile (SF)	240	$13.00	$3,120	$1.11
Rubber Floors (SF)	746	$6.00	$4,476	$1.59
Vinyl Base (LF)	504	$2.25	1 134	$0.40
Paint Exterior Precast Walls (SF)	1,914	$1.35	$2,584	$0.92
Paint Walls (SF)	4,032	$0.75	$3,024	$1.08
Epoxy Paint Walls (SF)	240	$1.20	$288	$0.10
Paint Ceilings (SF)	780	$1.00	$780	$0.28
Paint Soffits (LF)	140	$3.00	$420	$0.15
Paint Frames (EA)	6	$55.00	$330	$0.12
SPECIALTIES				
TP Dispensers (EA)	2	$20.00	$40	$0.01
Grab Bars (EA)	4	$150.00	$600	$0.21
Soap Dispensers (EA)	2	$30.00	$60	$0.02
PT Dispensers (EA)	2	$45.00	$90	$0.03
Coat Hooks (EA)	2	$15.00	$30	$0.01
Framed Mirrors (EA)	2	$350.00	$700	$0.25
Fire Extinguishers & Cabinets (EA)	1	$250.00	$250	$0.09
Signage (LS)	1	$2,000.00	$2,000	$0.71
Exterior Signage (LS)	1	$20,000.00	$20,000	$7.11
Flagpoles (EA)	1	$1,500.00	$1,500	$0.53
FURNISHINGS				
Entrance Mats (EA)	1	$5,000.00	$5,000	$1.78
Window Treatments (EA)	5	$500.00	$2,500	$0.89

MCC - 1.0 LOBBY

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
CONVEYING SYSTEMS				
Elevator (EA)	1	$50,000.00	$50,000	$17.79
FIRE PROTECTION				
Sprinkler (SF)	2,811	$3.00	$8,433	$3.00
PLUMBING				
Sinks (EA)	2	$3,500.00	$7,000	$2.49
Toilets (EA)	2	$4,000.00	$8,000	$2.85
Mop Sinks (EA)	1	$3,750.00	$3,750	$1.33
Fountains (EA)	2	$3,000.00	$6,000	$2.13
HVAC				
HVAC SF	2,811	$30.00	84 330	$30.00
ELECTRICAL				
Lighting (SF)	2,811	$8.00	$22,488	$8.00
Power (SF)	2,811	$4.00	$11,244	$4.00
Distribution (SF)	2,811	$5.00	$14,055	$5.00
Fire Alarm (SF)	2,811	$1.50	$4,217	$1.50
Tel/Data/Security (SF)	2,811	$5.00	$14,055	$5.00
SITEWORK				
E&B Foundations (LF)	132	$25.00	$3,300	$1.17
Crushed Stone Under SOG & Footings (CY)	100	$35.00	$3,500	$1.25
Misc Site For Building Pad (LS)	1	$5,000.00	$5,000	$1.78
SUBTOTAL			**$698,340**	**$248.43**
GENERAL CONDITIONS/REQS		10%	$69,834	$24.84
DESIGN CONTINGENCY		12%	$92,181	$32.79
BUILDING PERMIT		1%	$8,604	$3.06
OVERHEAD & PROFIT		3%	$26,069	$9.27
BOND & INSURANCE		2%	$17,901	$6.37
ESCALATION - SPRING 2016 START		9%	$82,164	$29.23
TOTAL CONSTRUCTION COST			**$995,091**	**$354.00**

MCC - 2.0 ADMIN

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
CONCRETE				
Continuous Footings (LF)	197	$58.00	$11,426	$1.79
Spread Footings - 6'x6'x1' (EA)	14	$520.00	$7,280	$1.14
Foundation Walls - 4'6" (LF)	257	$125.00	$32,125	$5.04
Slab on Grade - 5" (SF)	6,378	$4.25	$27,107	$4.25
Misc Concrete (LS)	1	$2,500.00	$2,500	$0.39
Precast Walls (SF)	3,727	$38.00	$141,626	$22.21
STEEL				
Structural Steel (TON) - 10 lbs/sf	32	$3,500.00	$112,000	$17.56
Stairs w/ Railings (FLT)	1	$15,000.00	$15,000	$2.35
Misc Metals LS	1	10 000.00	10 000	$1.57
FINISH CARP				
Window Sills (LF)	88	$55.00	$4,840	$0.76
Solid Surface CT (LF)	45	$175.00	$7,875	$1.23
P-Lam Wall Cabinets (LF)	20	$285.00	$5,700	$0.89
P-Lam Base Cabinets (LF)	20	$235.00	$4,700	$0.74
MOISTURE PROTECTION				
Drainage Board (SF)	1,157	$1.25	$1,446	$0.23
Vapor Barrier at SOG (SF)	6,378	$1.20	$7,654	$1.20
Spray Fireproofing (SF)	6,378	$1.75	$11,162	$1.75
Caulking (LS)	1	$5,000.00	$5,000	$0.78
OPENINGS				
Single Doors (EA)	36	$1,200.00	$43,200	$6.77
Aluminum Windows (EA)	16	$1,500.00	$24,000	$3.76
Misc Glass (LS)	1	$10,000.00	$10,000	$1.57
FINISHES				
Interior Partitions (SF)	12,064	$7.00	$84,448	$13.24
Furred Partitions (SF)	2,160	$3.50	$7,560	$1.19
GWB Ceilings (SF) - 10%	590	$4.25	$2,508	$0.39
ACT (SF) - 90%	5,310	$3.75	$19,913	$3.12
Ceramic Floor Tile (SF)	114	$13.00	$1,482	$0.23

MCC - 2.0 ADMIN

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Ceramic Wall Tile (SF)	240	$13.00	$3,120	$0.49
VCT (SF) - 50%	2,893	$3.75	$10,849	$1.70
Carpet (SY) - 50%	322	$40.00	$12,880	$2.02
Vinyl Base (LF)	1,880	$2.25	$4,230	$0.66
Paint Exterior Precast Walls (SF)	3,727	$1.35	$5,031	$0.79
Paint Walls (SF)	15,040	$0.75	$11,280	$1.77
Epoxy Paint Walls (SF)	240	$1.20	$288	$0.05
Paint Ceilings (SF)	590	$1.00	$590	$0.09
Paint Frames (EA)	36	$55.00	$1,980	$0.31
SPECIALTIES				
TP Dispensers EA	2	$20.00	$40	$0.01
Grab Bars (EA)	4	$150.00	$600	$0.09
Soap Dispensers (EA)	3	$30.00	$90	$0.01
PT Dispensers (EA)	3	$45.00	$135	$0.02
Coat Hooks (EA)	2	$15.00	$30	$0.00
Framed Mirrors (EA)	2	$350.00	$700	$0.11
Fire Extinguishers & Cabinets (EA)	2	$250.00	$500	$0.08
Signage (LS)	1	$3,200.00	$3,200	$0.50
FURNISHINGS				
Window Treatments (EA)	16	$500.00	$8,000	$1.25
CONVEYING SYSTEMS				
Elevator (EA)	2	$50,000.00	$100,000	$15.68
FIRE PROTECTION				
Sprinkler (SF)	6,378	$3.00	$19,134	$3.00
PLUMBING				
Sinks (EA)	3	$3,500.00	$10,500	$1.65
Toilets (EA)	2	$4,000.00	$8,000	$1.25
Mop Sinks (EA)	1	$3,750.00	$3,750	$0.59
Fountains (EA)	2	$3,000.00	$6,000	$0.94
HVAC				
HVAC (SF)	6,378	$30.00	$191,340	$30.00

MCC - 2.0 ADMIN

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
ELECTRICAL				
Lighting (SF)	6,378	$8.00	$51,024	$8.00
Power (SF)	6,378	$4.00	$25,512	$4.00
Distribution (SF)	6,378	$5.00	$31,890	$5.00
Fire Alarm (SF)	6,378	$1.50	$9,567	$1.50
Tel/Data/Security (SF)	6,378	$5.00	$31,890	$5.00
SITEWORK				
E&B Foundations (LF)	257	$25.00	$6,425	$1.01
Crushed Stone Under SOG & Footings (CY)	243	$35.00	$8,505	$1.33
Misc Site For Building Pad (LS)	1	$7,500.00	$7,500	$1.18
SUBTOTAL			**$1,175,130**	**$184.25**
GENERAL CONDITIONS/REQS		10%	$117,513	$18.42
DESIGN CONTINGENCY		12%	$155,117	$24.32
BUILDING PERMIT		1%	$14,478	$2.27
OVERHEAD & PROFIT		3%	$43,867	$6.88
BOND & INSURANCE		2%	$30,122	$4.72
ESCALATION - SPRING 2016 START		9%	$138,260	$21.68
TOTAL CONSTRUCTION COST			**$1,674,487**	**$262.54**

MCC - 3.0 STAFF SUPPORT

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
CONCRETE				
Slab on Deck (SF)	9,352	$3.50	$32,732	$3.50
Misc Concrete (LS)	1	$2,500.00	$2,500	$0.27
Precast Walls (SF)	5,080	$38.00	$193,040	$20.64
STEEL				
Structural Steel (TON) - 10 lbs/sf	47	$3,500.00	$164,500	$17.59
Metal Floor Deck (SF)	9,352	$3.75	$35,070	$3.75
Metal Roof Deck (SF)	9,352	$3.50	$32,732	$3.50
Misc Metals (LS)	1	$15,000.00	$15,000	$1.60
FINISH CARP				
Window Sills LF	105	$55.00	5 775	$0.62
Solid Surface CT (LF)	20	$175.00	$3,500	$0.37
Millwork Allowance (ALLW)	1	$7,500.00	$7,500	$0.80
MOISTURE PROTECTION				
EPDM Roofing (SF)	9,352	$15.00	$140,280	$15.00
Facia (LF)	390	$18.00	$7,020	$0.75
Spray Fireproofing (SF)	9,352	$1.75	$16,366	$1.75
Caulking (LS)	1	$5,000.00	$5,000	$0.53
OPENINGS				
Single Doors (EA)	25	$1,200.00	$30,000	$3.21
Double Doors (EA)	4	$1,800.00	$7,200	$0.77
Aluminum Windows (EA)	19	$1,500.00	$28,500	$3.05
Skylight (SF)	200	$200.00	$40,000	$4.28
Misc Glass (LS)	1	$10,000.00	$10,000	$1.07
FINISHES				
Interior Partitions (SF)	13,572	$7.00	$95,004	$10.16
Furred Partitions (SF)	2,680	$3.50	$9,380	$1.00
GWB Ceilings (SF) - 40%	3,460	$4.25	$14,705	$1.57
ACT (SF) - 60%	5,190	$3.75	$19,463	$2.08
Ceramic Wall Tile (SF)	1,200	$13.00	$15,600	$1.67
VCT (SF) - 25%	2,163	$3.75	$8,111	$0.87

MCC - 3.0 STAFF SUPPORT

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Rubber Tile (SF) - 30%	2,595	$5.25	$13,624	$1.46
Rubber Sheet (SF) - 30%	2,595	$6.00	$15,570	$1.66
Seamless Coating System (SF) - 15%	1,297	$15.00	$19,455	$2.08
Vinyl Base (LF)	2,140	$2.25	$4,815	$0.51
Paint Exterior Precast Walls (SF)	5,080	$1.35	$6,858	$0.73
Paint Walls (SF)	12,840	$0.75	$9,630	$1.03
Epoxy Paint Walls (SF)	4,280	$1.20	$5,136	$0.55
Paint Ceilings (SF)	3,460	$1.00	$3,460	$0.37
Paint Frames (EA)	29	$55.00	$1,595	$0.17
SPECIALTIES				
Lockers EA	100	$350.00	35 000	$3.74
TP Dispensers (EA)	8	$20.00	$160	$0.02
Grab Bars (EA)	4	$150.00	$600	$0.06
Soap Dispensers (EA)	8	$30.00	$240	$0.03
PT Dispensers (EA)	8	$45.00	$360	$0.04
Coat Hooks (EA)	8	$15.00	$120	$0.01
Framed Mirrors (EA)	8	$350.00	$2,800	$0.30
Fire Extinguishers & Cabinets (EA)	4	$250.00	$1,000	$0.11
Signage (LS)	1	$3,500.00	$3,500	$0.37
FURNISHINGS				
Window Treatments (EA)	19	$500.00	$9,500	$1.02
FIRE PROTECTION				
Sprinkler (SF)	9,352	$3.00	$28,056	$3.00
PLUMBING				
Sinks (EA)	8	$3,500.00	$28,000	$2.99
Toilets (EA)	8	$4,000.00	$32,000	$3.42
Urinals (EA)	2	$3,500.00	$7,000	$0.75
Showers (EA)	6	$7,500.00	$45,000	$4.81
Mop Sinks (EA)	1	$3,750.00	$3,750	$0.40
Fountains (EA)	4	$3,000.00	$12,000	$1.28
HVAC				

MCC - 3.0 STAFF SUPPORT

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
HVAC (SF)	9,352	$32.00	$299,264	$32.00
ELECTRICAL				
Lighting (SF)	9,352	$8.00	$74,816	$8.00
Power (SF)	9,352	$4.00	$37,408	$4.00
Distribution (SF)	9,352	$5.00	$46,760	$5.00
Fire Alarm (SF)	9,352	$1.50	$14,028	$1.50
Tel/Data/Security (SF)	9,352	$5.00	$46,760	$5.00
SUBTOTAL			**$1,747,243**	**$186.83**
GENERAL CONDITIONS/REQS		10%	$174,724	$18.68
DESIGN CONTINGENCY		12%	$230,636	$24.66
BUILDING PERMIT		1%	$21,526	$2.30
OVERHEAD & PROFIT		3%	$65,224	$6.97
BOND & INSURANCE		2%	$44,787	$4.79
ESCALATION - SPRING 2016 START		9%	$205,573	$21.98
TOTAL CONSTRUCTION COST			**$2,489,712**	**$266.22**

MCC - 4.0 SECURITY & OPERATIONS

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
CONCRETE				
Continuous Footings (LF)	131	$58.00	$7,598	$1.08
Spread Footings - 6'x6'x1' (EA)	27	$520.00	$14,040	$2.00
Foundation Walls - 4'6" (LF)	203	$125.00	$25,375	$3.61
Slab on Grade - 5" (SF)	7,027	$4.25	$29,865	$4.25
Misc Concrete (LS)	1	$5,000.00	$5,000	$0.71
Precast Walls (SF)	2,944	$38.00	$111,872	$15.92
MASONRY				
Interior CMU Walls (SF) - 80%	9,382	$18.00	$168,876	$24.03
STEEL				
Structural Steel _TON_ - 10 lbs/sf	35	3 500.00	122 500	$17.43
Metal Roof Deck (SF)	7,027	$3.50	$24,595	$3.50
Misc Metals (LS)	1	$10,000.00	$10,000	$1.42
FINISH CARP				
Window Sills (LF)	83	$55.00	$4,565	$0.65
Solid Surface CT (LF)	60	$175.00	$10,500	$1.49
P-Lam Wall Cabinets (LF)	20	$285.00	$5,700	$0.81
P-Lam Base Cabinets (LF)	40	$235.00	$9,400	$1.34
Millwork Allowance (ALLW)	1	$7,500.00	$7,500	$1.07
MOISTURE PROTECTION				
Drainage Board (SF)	914	$1.25	$1,143	$0.16
Vapor Barrier at SOG (SF)	7,027	$1.20	$8,432	$1.20
EPDM Roofing (SF)	7,027	$15.00	$105,405	$15.00
Facia (LF)	203	$18.00	$3,654	$0.52
Spray Fireproofing (SF)	7,027	$1.75	$12,297	$1.75
Caulking (LS)	1	$5,000.00	$5,000	$0.71
OPENINGS				
Single Doors (EA)	35	$1,200.00	$42,000	$5.98
Double Doors (EA)	4	$1,800.00	$7,200	$1.02
Aluminum Windows (EA)	15	$1,500.00	$22,500	$3.20
Interior Aluminum Storefront (SF)	150	$50.00	$7,500	$1.07

MCC - 4.0 SECURITY & OPERATIONS

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Misc Glass (LS)	1	$10,000.00	$10,000	$1.42
FINISHES				
Interior Partitions (SF) - 20%	2,349	$7.00	$16,443	$2.34
GWB Ceilings (SF) - 20%	1,300	$4.25	$5,525	$0.79
ACT (SF) - 80%	5,200	$3.75	$19,500	$2.78
Ceramic Floor Tile (SF)	114	$13.00	$1,482	$0.21
Ceramic Wall Tile (SF)	240	$13.00	$3,120	$0.44
VCT (SF) - 75%	4,690	$3.75	$17,588	$2.50
Rubber Sheet (SF) - 25%	1,696	$6.00	$10,176	$1.45
Vinyl Base (LF)	1,821	$2.25	$4,097	$0.58
Paint Exterior Precast Walls SF	2,490	$1.35	3 362	$0.48
Paint Walls (SF)	14,568	$0.75	$10,926	$1.55
Epoxy Paint Walls (SF)	240	$1.20	$288	$0.04
Paint Ceilings (SF)	1,300	$1.00	$1,300	$0.19
Paint Frames (EA)	39	$55.00	$2,145	$0.31
SPECIALTIES				
TP Dispensers (EA)	2	$20.00	$40	$0.01
Grab Bars (EA)	4	$150.00	$600	$0.09
Soap Dispensers (EA)	4	$30.00	$120	$0.02
PT Dispensers (EA)	4	$45.00	$180	$0.03
Coat Hooks (EA)	2	$15.00	$30	$0.00
Framed Mirrors (EA)	2	$350.00	$700	$0.10
Fire Extinguishers & Cabinets (EA)	2	$250.00	$500	$0.07
Signage (LS)	1	$3,000.00	$3,000	$0.43
FURNISHINGS				
Window Treatments (EA)	15	$500.00	$7,500	$1.07
FIRE PROTECTION				
Sprinkler (SF)	7,027	$3.00	$21,081	$3.00
PLUMBING				
Sinks (EA)	4	$3,500.00	$14,000	$1.99
Toilets (EA)	2	$4,000.00	$8,000	$1.14

MCC - 4.0 SECURITY & OPERATIONS

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Mop Sinks (EA)	1	$3,750.00	$3,750	$0.53
Fountains (EA)	2	$3,000.00	$6,000	$0.85
HVAC				
HVAC (SF)	7,027	$32.00	$224,864	$32.00
ELECTRICAL				
Lighting (SF)	7,027	$8.00	$56,216	$8.00
Power (SF)	7,027	$4.00	$28,108	$4.00
Distribution (SF)	7,027	$5.00	$35,135	$5.00
Fire Alarm (SF)	7,027	$1.50	$10,541	$1.50
Tel/Data/Security (SF)	7,027	$12.00	$84,324	$12.00
Security Front End LS	1	200 000.00	200 000	$28.46
SITEWORK				
E&B Foundations (LF)	203	$25.00	$5,075	$0.72
Crushed Stone Under SOG & Footings (CY)	265	$35.00	$9,275	$1.32
Misc Site For Building Pad (LS)	1	$10,000.00	$10,000	$1.42
SUBTOTAL			1 607 506	$228.76
GENERAL CONDITIONS/REQS		10%	$160,751	$22.88
DESIGN CONTINGENCY		12%	$212,191	$30.20
BUILDING PERMIT		1%	$19,804	$2.82
OVERHEAD & PROFIT		3%	$60,008	$8.54
BOND & INSURANCE		2%	$41,205	$5.86
ESCALATION - SPRING 2016 START		9%	$189,132	$26.92
TOTAL CONSTRUCTION COST			**$2,290,597**	**$325.97**

MCC - 5.0 RECEPTION / DISCHARGE

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
CONCRETE				
Continuous Footings (LF)	292	$58.00	$16,936	$1.84
Spread Footings - 6'x6'x1' (EA)	30	$520.00	$15,600	$1.70
Foundation Walls - 4'6" (LF)	412	$125.00	$51,500	$5.60
Slab on Grade - 5" (SF)	9,189	$4.25	$39,053	$4.25
Misc Concrete (LS)	1	$7,500.00	$7,500	$0.82
Precast Walls (SF)	5,974	$38.00	$227,012	$24.70
MASONRY				
Interior CMU Walls (SF)	15,718	$18.00	$282,924	$30.79
STEEL				
Structural Steel _TON_ - 10 lbs/sf	43	3 500.00	150 500	$16.38
Metal Roof Deck (SF)	9,189	$3.50	$32,162	$3.50
Canopy (SF)	250	$100.00	$25,000	$2.72
Misc Metals (LS)	1	$15,000.00	$15,000	$1.63
FINISH CARP				
Window Sills (LF)	150	$55.00	$8,250	$0.90
Solid Surface CT (LF)	50	$175.00	$8,750	$0.95
P-Lam Wall Cabinets (LF)	25	$285.00	$7,125	$0.78
P-Lam Base Cabinets (LF)	25	$235.00	$5,875	$0.64
Millwork Allowance (ALLW)	1	$15,000.00	$15,000	$1.63
MOISTURE PROTECTION				
Drainage Board (SF)	1,854	$1.25	$2,318	$0.25
Vapor Barrier at SOG (SF)	9,189	$1.20	$11,027	$1.20
EPDM Roofing (SF)	9,189	$15.00	$137,835	$15.00
Facia (LF)	412	$18.00	$7,416	$0.81
Canopies (EA)	1	$15,000.00	$15,000	$1.63
Spray Fireproofing (SF)	9,189	$1.75	$16,081	$1.75
Caulking (LS)	1	$10,000.00	$10,000	$1.09
OPENINGS				
Single Doors (EA)	57	$1,200.00	$68,400	$7.44
Aluminum Windows (EA) - 6'x6'	25	$1,800.00	$45,000	$4.90

MCC - 5.0 RECEPTION / DISCHARGE

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Skylight (SF)	200	$200.00	$40,000	$4.35
Misc Glass (LS)	1	$15,000.00	$15,000	$1.63
FINISHES				
GWB Ceilings (SF) - 20%	1,700	$4.25	$7,225	$0.79
ACT (SF) - 80%	6,800	$3.75	$25,500	$2.78
Ceramic Floor Tile (SF)	228	$13.00	$2,964	$0.32
Ceramic Wall Tile (SF)	480	$13.00	$6,240	$0.68
VCT (SF)	8,272	$3.75	$31,020	$3.38
Vinyl Base (LF)	2,580	$2.25	$5,805	$0.63
Paint Exterior Precast Walls (SF)	5,074	$1.35	$6,850	$0.75
Paint Walls SF	20,640	$0.75	15 480	$1.68
Epoxy Paint Walls (SF)	480	$1.20	$576	$0.06
Paint Ceilings (SF)	1,700	$1.00	$1,700	$0.19
Paint Frames (EA)	57	$55.00	$3,135	$0.34
SPECIALTIES				
TP Dispensers (EA)	4	$20.00	$80	$0.01
Grab Bars (EA)	8	$150.00	$1,200	$0.13
Soap Dispensers (EA)	4	$30.00	$120	$0.01
PT Dispensers (EA)	4	$45.00	$180	$0.02
Coat Hooks (EA)	4	$15.00	$60	$0.01
Framed Mirrors (EA)	4	$350.00	$1,400	$0.15
Fire Extinguishers & Cabinets (EA)	2	$250.00	$500	$0.05
Signage (LS)	1	$5,000.00	$5,000	$0.54
FURNISHINGS				
Window Treatments (EA)	25	$500.00	$12,500	$1.36
FIRE PROTECTION				
Sprinkler (SF)	9,189	$3.00	$27,567	$3.00
PLUMBING				
Sinks (EA)	4	$3,500.00	$14,000	$1.52
Toilets (EA)	4	$4,000.00	$16,000	$1.74
Mop Sinks (EA)	1	$3,750.00	$3,750	$0.41

MCC - 5.0 RECEPTION / DISCHARGE

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Fountains (EA)	2	$3,000.00	$6,000	$0.65
HVAC				
HVAC (SF)	9,189	$35.00	$321,615	$35.00
ELECTRICAL				
Lighting (SF)	9,189	$8.00	$73,512	$8.00
Power (SF)	9,189	$4.00	$36,756	$4.00
Distribution (SF)	9,189	$5.00	$45,945	$5.00
Fire Alarm (SF)	9,189	$1.50	$13,784	$1.50
Tel/Data/Security (SF)	9,189	$18.00	$165,402	$18.00
SITEWORK				
E&B Foundations LF	412	$25.00	10 300	$1.12
Crushed Stone Under SOG & Footings (CY)	365	$35.00	$12,775	$1.39
Misc Site For Building Pad (LS)	1	$15,000.00	$15,000	$1.63
SUBTOTAL			**$2,166,203**	**$235.74**
GENERAL CONDITIONS/REQS		10%	$216,620	$23.57
DESIGN CONTINGENCY		12%	$285,939	$31.12
BUILDING PERMIT		1%	$26,688	$2.90
OVERHEAD & PROFIT		3%	$80,863	$8.80
BOND & INSURANCE		2%	$55,526	$6.04
ESCALATION - SPRING 2016 START		9%	$254,866	$27.74
TOTAL CONSTRUCTION COST			**$3,086,705**	**$335.91**

MCC - 6.1 MALE MEDIUM HOUSE

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
ADDITION				
CONCRETE				
Continuous Footings (LF)	208	$58.00	$12,064	$2.79
Spread Footings - 10'x10'x1'6" (EA)	10	$1,200.00	$12,000	$2.78
Foundation Walls - 4'6" (LF)	268	$125.00	$33,500	$7.75
Slab on Grade - 5" (SF)	4,324	$4.25	$18,377	$4.25
Dowel into Existing (EA)	52	$75.00	$3,900	$0.90
Misc Concrete (LS)	1	$5,000.00	$5,000	$1.16
Precast Walls (SF)	3,132	$38.00	$119,016	$27.52
MASONRY				
Interior CMU Walls SF	3,509	$18.00	63 162	$14.61
Tie into Existing (LF)	52	$100.00	$5,200	$1.20
STEEL				
Structural Steel (TON) - 10 lbs/sf	22	$3,500.00	$77,000	$17.81
Metal Roof Deck (SF)	4,324	$3.50	$15,134	$3.50
Misc Metals (LS)	1	$10,000.00	$10,000	$2.31
FINISH CARP				
Millwork Allowance (ALLW)	1	$10,000.00	$10,000	$2.31
MOISTURE PROTECTION				
Drainage Board (SF)	1,206	$1.25	$1,508	$0.35
Vapor Barrier at SOG (SF)	4,324	$1.20	$5,189	$1.20
EPDM Roofing (SF)	4,324	$15.00	$64,860	$15.00
Facia (LF)	268	$18.00	$4,824	$1.12
Spray Fireproofing (SF)	4,324	$1.75	$7,567	$1.75
Caulking (LS)	1	$5,000.00	$5,000	$1.16
OPENINGS				
Single Doors (EA)	8	$1,200.00	$9,600	$2.22
Double Doors (EA)	2	$1,800.00	$3,600	$0.83
Aluminum Windows (EA) - 6'x3'	14	$1,530.00	$21,420	$4.95
Misc Glass (LS)	1	$5,000.00	$5,000	$1.16
FINISHES				

MCC - 6.1 MALE MEDIUM HOUSE

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
ACT (SF)	4,000	$3.75	$15,000	$3.47
Rubber Sheet (SF)	4,000	$6.00	$24,000	$5.55
Vinyl Base (LF)	727	$2.25	$1,636	$0.38
Paint Exterior Precast Walls (SF)	3,132	$1.35	$4,228	$0.98
Paint Walls (SF)	5,816	$0.75	$4,362	$1.01
Paint Frames (EA)	10	$55.00	$550	$0.13
SPECIALTIES				
Misc Specialties (LS)	1	$15,000.00	$15,000	$3.47
Signage (LS)	1	$7,500.00	$7,500	$1.73
DETENTION EQUIPMENT				
Detention E ui ment LS	1	10 000.00	10 000	$2.31
FIRE PROTECTION				
Sprinkler (SF)	4,324	$3.00	$12,972	$3.00
HVAC				
HVAC (SF)	4,324	$35.00	$151,340	$35.00
ELECTRICAL				
Lighting (SF)	4,324	$8.00	$34,592	$8.00
Power (SF)	4,324	$4.00	$17,296	$4.00
Distribution (SF)	4,324	$5.00	$21,620	$5.00
Fire Alarm (SF)	4,324	$1.50	$6,486	$1.50
Tel/Data/Security (SF)	4,324	$20.00	$86,480	$20.00
SITEWORK				
E&B Foundations (LF)	268	$25.00	$6,700	$1.55
Crushed Stone Under SOG & Footings (CY)	170	$35.00	$5,950	$1.38
Misc Site For Building Pad (LS)	1	$10,000.00	$10,000	$2.31
ADDITION SUBTOTAL			**$948,632**	**$219.39**
RENOVATION - MEDIUM				
DEMOLITION				
Misc Demolition (SF)	23,500	$4.00	$94,000	$4.00
OPENINGS				
Replace 25% Single Doors (EA)	30	$1,200.00	$36,000	$1.53
FINISHES				

MCC - 6.1 MALE MEDIUM HOUSE

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Misc. Cutting & Patching (LS)	1	$10,000.00	$10,000	$0.43
ACT (SF)	19,388	$3.75	$72,705	$3.09
Ceramic Floor Tile (SF)	969	$13.00	$12,597	$0.54
VCT (SF)	4,847	$3.75	$18,176	$0.77
Sand Blast & Reseal Concrete (SF)	13,572	$5.00	$67,860	$2.89
Vinyl Base (LF)	3,100	$2.25	$6,975	$0.30
Paint Walls (SF)	31,000	$0.75	$23,250	$0.99
Paint Frames (EA)	30	$55.00	$1,650	$0.07
SPECIALTIES				
TP Dispensers (EA)	18	$20.00	$360	$0.02
Grab Bars _EA_	36	$150.00	5 400	$0.23
Soap Dispensers (EA)	18	$30.00	$540	$0.02
PT Dispensers (EA)	18	$45.00	$810	$0.03
Coat Hooks (EA)	18	$15.00	$270	$0.01
Framed Mirrors (EA)	18	$350.00	$6,300	$0.27
Fire Extinguishers & Cabinets (EA)	6	$250.00	$1,500	$0.06
Signage (LS)	1	$5,000.00	$5,000	$0.21
FIRE PROTECTION				
Rework Sprinkler (SF)	23,500	$1.25	$29,375	$1.25
PLUMBING - *FIXTURES ONLY*				
Sinks (EA)	18	$3,200.00	$57,600	$2.45
Toilets (EA)	18	$2,750.00	$49,500	$2.11
Mop Sinks (EA)	2	$2,200.00	$4,400	$0.19
Showers (EA)	6	$5,000.00	$30,000	$1.28
HVAC				
HVAC (SF) - Replace 50%	23,500	$20.00	$470,000	$20.00
ELECTRICAL				
Lighting (EA) - Replace Fixtures	298	$325.00	$96,850	$4.12
Power (EA) - Replace 50% of Devices	130	$175.00	$22,750	$0.97
Fire Alarm (SF) - Replace 50%	23,500	$0.75	$17,625	$0.75
Tel/Data/Security (SF) - Replace 50%	23,500	$10.00	$235,000	$10.00
MEDIUM RENOVATION SUBTOTAL			**$1,376,493**	**$58.57**

MCC - 6.1 MALE MEDIUM HOUSE

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
RENOVATION - HEAVY				
DEMOLITION				
Misc Demolition (SF)	41,000	$6.00	$246,000	$6.00
MASONRY				
Interior CMU Walls (SF)	26,492	$18.00	$476,856	$11.63
MOISTURE PROTECTION				
EPDM Roofing (SF)	41,000	$15.00	$615,000	$15.00
Facia (LF)	500	$18.00	$9,000	$0.22
Caulking (LS)	1	$5,000.00	$5,000	$0.12
OPENINGS				
Single Doors EA	180	1 200.00	216 000	$5.12
Double Doors (EA)	5	$1,800.00	$9,000	$0.21
Misc Glass (LS)	1	$10,000.00	$10,000	$0.24
FINISHES				
Misc. Cutting & Patching (LS)	1	$20,000.00	$20,000	$0.49
Ceramic Floor Tile (SF)	1,710	$13.00	$22,230	$0.54
VCT (SF) - 25%	10,115	$3.75	$37,931	$0.93
Rubber Sheet (SF) - 15%	6,069	$6.00	$36,414	$0.89
Sand Blast & Reseal Concrete (SF) - 60%	24,277	$5.00	$121,385	$2.96
Vinyl Base (LF)	4,613	$2.25	$10,379	$0.25
Paint Walls (SF)	37,130	$0.75	$27,848	$0.68
Epoxy Paint Walls (SF)	9,000	$1.20	$10,800	$0.26
Clean/Paint Exposed Structure (SF)	41,000	$2.00	$82,000	$2.00
Paint Frames (EA)	185	$55.00	$10,175	$0.25
SPECIALTIES				
TP Dispensers (EA)	30	$20.00	$600	$0.01
Grab Bars (EA)	60	$150.00	$9,000	$0.22
Soap Dispensers (EA)	30	$30.00	$900	$0.02
PT Dispensers (EA)	30	$45.00	$1,350	$0.03
Framed Mirrors (EA)	30	$350.00	$10,500	$0.26
Fire Extinguishers & Cabinets (EA)	12	$250.00	$3,000	$0.07

MCC - 6.1 MALE MEDIUM HOUSE

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Signage (LS)	1	$12,000.00	$12,000	$0.29
DETENTION EQUIPMENT				
Detention Equipment (LS)	1	$300,000.00	$300,000	$7.32
FIRE PROTECTION				
Sprinkler (SF)	41,000	$3.00	$123,000	$3.00
PLUMBING				
Sinks (EA)	30	$5,200.00	$156,000	$3.80
Toilets (EA)	30	$4,575.00	$137,250	$3.35
Mop Sinks (EA)	3	$3,500.00	$10,500	$0.26
Showers (EA)	24	$7,500.00	$180,000	$4.39
HVAC				
HVAC (SF)	41,000	$35.00	$1,435,000	$35.00
ELECTRICAL				
Lighting (EA) - Replace Fixtures	650	$500.00	$325,000	$7.93
Power (LS)	41,000	$4.00	$164,000	$4.00
Distribution (SF)	41,000	$5.00	$205,000	$5.00
Fire Alarm (SF)	41,000	$1.50	$61,500	$1.50
Tel/Data/Security (SF)	41,000	$20.00	$820,000	$20.00
HEAVY RENOVATION SUBTOTAL			**$5,920,618**	**$144.41**
SUBTOTAL			**$8,245,744**	**$119.81**
GENERAL CONDITIONS/REQS		10%	$824,574	$11.98
DESIGN CONTINGENCY		15%	$1,360,548	$19.77
BUILDING PERMIT		1%	$104,309	$1.52
OVERHEAD & PROFIT		3%	$316,055	$4.59
BOND & INSURANCE		2%	$217,025	$3.15
ESCALATION - SPRING 2016 START		9%	$996,143	$14.47
TOTAL CONSTRUCTION COST			**$12,064,397**	**$175.29**

MCC - 6.3 MALE RECEPT

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
PILES				
H-Piles - 80' Deep (EA)	350	$3,000.00	$1,050,000	$39.08
Pile Mob, De-mob, Spoil Disposal (LS)	1	$50,000.00	$50,000	$1.86
CONCRETE				
Pile Caps - 6'x6'x2'6" (EA)	70	$1,740.00	$121,800	$4.53
Grade Beams - 4'6"H x 2' thick (LF)	541	$225.00	$121,725	$4.53
Structural Slab on Grade - 12" (SF)	20,150	$13.75	$277,063	$10.31
Topping Slab - 2" (SF)	1,725	$2.75	$4,744	$0.18
Misc Concrete (LS)	1	$15,000.00	$15,000	$0.56
Precast Walls (SF)	17,842	$38.00	$677,996	$25.24
Precast Prefab Units - 2 ba_s ea w/ Closet _EA	44	10 000.00	440 000	$16.38
Precast Slabs (SF)	1,725	$11.00	$18,975	$0.71
MASONRY				
Interior CMU Walls (SF)	7,920	$18.00	$142,560	$5.31
STEEL				
Structural Steel (TON) - 7 lbs/sf	94	$3,500.00	$329,000	$12.25
Metal Roof Deck (SF)	20,150	$3.50	$70,525	$2.63
Canopy (SF)	830	$100.00	$83,000	$3.09
Mezzanine Guardrails (LF)	345	$200.00	$69,000	$2.57
Mezzanine Stairs (EA)	3	$12,000.00	$36,000	$1.34
Misc Metals (LS)	1	$15,000.00	$15,000	$0.56
FINISH CARP				
Officer Desk (EA)	2	$15,000.00	$30,000	$1.12
Millwork Allowance (ALLW)	1	$10,000.00	$10,000	$0.37
MOISTURE PROTECTION				
Drainage Board (SF)	3,650	$1.25	$4,563	$0.17
Vapor Barrier at SOG (SF)	20,150	$1.20	$24,180	$0.90
EPDM Roofing (SF)	20,150	$15.00	$302,250	$11.25
Facia (LF)	813	$18.00	$14,634	$0.54
Canopies (EA)	2	$15,000.00	$30,000	$1.12
Spray Fireproofing (SF)	26,865	$1.25	$33,581	$1.25

MCC - 6.3 MALE RECEPT

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Caulking (LS)	1	$10,000.00	$10,000	$0.37
OPENINGS				
Detention Single Doors (EA)	150	$3,500.00	$525,000	$19.54
Detention Aluminum Windows (EA) - 5'4"x1'	88	$1,200.00	$105,600	$3.93
Detention Aluminum Windows (EA) - 5'5"x5'5"	8	$6,800.00	$54,400	$2.02
Misc Glass (LS)	1	$5,000.00	$5,000	$0.19
FINISHES				
GWB Ceilings (SF)	13,445	$4.25	$57,141	$2.13
Ceramic Floor Tile (SF)	216	$13.00	$2,808	$0.10
Rubber Sheet (SF)	13,229	$6.00	$79,374	$2.95
Sealed Concrete SF	11,405	$2.25	25 661	$0.96
Vinyl Base (LF)	5,200	$2.25	$11,700	$0.44
Paint Exterior Precast Walls (SF)	17,131	$1.35	$23,127	$0.86
Paint Walls (SF)	72,800	$0.75	$54,600	$2.03
Epoxy Paint Walls (SF)	1,440	$1.20	$1,728	$0.06
Paint Exposed Structure (SF)	11,405	$1.00	$11,405	$0.42
Paint Frames (EA)	150	$55.00	$8,250	$0.31
SPECIALTIES				
Misc Specialties (LS)	1	$35,000.00	$35,000	$1.30
Signage (LS)	1	$7,500.00	$7,500	$0.28
DETENTION EQUIPMENT				
Single Bunk w/ Storage (EA)	88	$1,920.00	$168,960	$6.29
Wall Mtd Shelf (EA)	88	$350.00	$30,800	$1.15
Wall Mtd Cubbie (EA)	88	$350.00	$30,800	$1.15
Wall Mtd Desk (EA)	88	$720.00	$63,360	$2.36
Wall Mtd Seat (EA)	88	$290.00	$25,520	$0.95
Misc. Detention Equipment (LS)	1	$50,000.00	$50,000	$1.86
FIRE PROTECTION				
Sprinkler (SF)	26,865	$3.25	$87,311	$3.25
PLUMBING				
WC/LAV Combo (EA)	15	$8,000.00	$120,000	$4.47

MCC - 6.3 MALE RECEPT

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Mop Sinks (EA)	2	$3,500.00	$7,000	$0.26
Showers (EA)	6	$7,500.00	$45,000	$1.68
HVAC				
HVAC (SF)	26,865	$40.00	$1,074,600	$40.00
ELECTRICAL				
Lighting (SF)	26,865	$10.00	$268,650	$10.00
Power (SF)	26,865	$5.00	$134,325	$5.00
Distribution (SF)	26,865	$5.00	$134,325	$5.00
Fire Alarm (SF)	26,865	$1.50	$40,298	$1.50
Tel/Data/Security (SF)	26,865	$22.00	$591,030	$22.00
SITEWORK				
E&B Foundations (LF)	811	$25.00	$20,275	$0.75
Crushed Stone Under SOG & Footings (CY)	775	$35.00	$27,125	$1.01
Concrete Slab at Fenced in Area (SF)	1,850	$10.00	$18,500	$0.69
Fence (LF)	92	$175.00	$16,100	$0.60
Misc Site For Building Pad (LS)	1	$20,000.00	$20,000	$0.74
SUBTOTAL			$7,963,868	$296.44
GENERAL CONDITIONS/REQS		10%	$796,387	$29.64
DESIGN CONTINGENCY		15%	$1,314,038	$48.91
BUILDING PERMIT		1%	$100,743	$3.75
OVERHEAD & PROFIT		3%	$305,251	$11.36
BOND & INSURANCE		2%	$209,606	$7.80
ESCALATION - SPRING 2016 START		9%	$962,090	$35.81
TOTAL CONSTRUCTION COST			**$11,651,983**	**$433.72**

MCC - 6.4 FEMALE HOUSING

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
ADDITION				
CONCRETE				
Continuous Footings (LF)	257	$58.00	$14,906	$1.34
Spread Footings - 10'x10'x1'6" (EA)	26	$1,200.00	$31,200	$2.81
Foundation Walls - 4'6" (LF)	437	$125.00	$54,625	$4.92
Slab on Grade - 5" (SF)	10,712	$4.25	$45,526	$4.10
Topping Slab - 2" (SF)	380	$2.75	$1,045	$0.09
Misc Concrete (LS)	1	$5,000.00	$5,000	$0.45
Precast Walls (SF)	9,614	$38.00	$365,332	$32.94
Precast Prefab Units - 2 bays/ea w/ Closet (EA)	14	$10,000.00	$140,000	$12.62
Precast Slabs SF	380	$11.00	4 180	$0.38
MASONRY				
Interior CMU Walls (SF)	5,720	$18.00	$102,960	$9.28
STEEL				
Structural Steel (TON) - 7 lbs/sf	39	$3,500.00	$136,500	$12.31
Metal Roof Deck (SF)	10,712	$3.50	$37,492	$3.38
Canopy (SF)	300	$100.00	$30,000	$2.70
Mezzanine Guardrails (LF)	85	$200.00	$17,000	$1.53
Mezzanine Stairs (EA)	1	$12,000.00	$12,000	$1.08
Misc Metals (LS)	1	$10,000.00	$10,000	$0.90
FINISH CARP				
Officer Desk (EA)	1	$15,000.00	$15,000	$1.35
Millwork Allowance (ALLW)	1	$10,000.00	$10,000	$0.90
MOISTURE PROTECTION				
Drainage Board (SF)	1,967	$1.25	$2,459	$0.22
Vapor Barrier at SOG (SF)	10,712	$1.20	$12,854	$1.16
EPDM Roofing (SF)	10,712	$15.00	$160,680	$14.49
Facia (LF)	437	$18.00	$7,866	$0.71
Canopies (EA)	1	$15,000.00	$15,000	$1.35
Spray Fireproofing (SF)	11,092	$1.75	$19,411	$1.75
Caulking (LS)	1	$5,000.00	$5,000	$0.45

MCC - 6.4 FEMALE HOUSING

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
OPENINGS				
Detention Single Doors (EA)	58	$3,500.00	$203,000	$18.30
Detention Aluminum Windows (EA) - 5'4"x1'	28	$1,200.00	$33,600	$3.03
Detention Aluminum Windows (EA) - 5'5"x5'5"	10	$6,800.00	$68,000	$6.13
Misc Glass (LS)	1	$5,000.00	$5,000	$0.45
FINISHES				
GWB Ceilings (SF)	3,720	$4.25	$15,810	$1.43
Ceramic Floor Tile (SF)	108	$13.00	$1,404	$0.13
Rubber Sheet (SF)	3,612	$6.00	$21,672	$1.95
Sealed Concrete (SF)	6,540	$2.25	$14,715	$1.33
Vinyl Base LF	2,000	$2.25	4 500	$0.41
Paint Exterior Precast Walls (SF)	9,162	$1.35	$12,369	$1.12
Paint Walls (SF)	28,000	$0.75	$21,000	$1.89
Epoxy Paint Walls (SF)	720	$1.20	$864	$0.08
Paint Exposed Structure (SF)	6,540	$1.00	$6,540	$0.59
Paint Frames (EA)	58	$55.00	$3,190	$0.29
SPECIALTIES				
Misc Specialties (LS)	1	$20,000.00	$20,000	$1.80
Signage (LS)	1	$7,500.00	$7,500	$0.68
DETENTION EQUIPMENT				
Double Bunk w/ Storage (EA)	20	$3,840.00	$76,800	$6.92
Single Bunk w/ Storage (EA)	8	$1,920.00	$15,360	$1.38
Wall Mtd Shelf (EA)	48	$350.00	$16,800	$1.51
Wall Mtd Cubbie (EA)	48	$350.00	$16,800	$1.51
Wall Mtd Desk (EA)	48	$720.00	$34,560	$3.12
Wall Mtd Seat (EA)	48	$290.00	$13,920	$1.25
Misc. Detention Equipment (LS)	1	$35,000.00	$35,000	$3.16
FIRE PROTECTION				
Sprinkler (SF)	11,092	$3.25	$36,049	$3.25
PLUMBING				
WC/LAV Combo (EA)	28	$8,000.00	$224,000	$20.19

MCC - 6.4 FEMALE HOUSING

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Mop Sinks (EA)	1	$3,500.00	$3,500	$0.32
Showers (EA)	3	$7,500.00	$22,500	$2.03
HVAC				
HVAC (SF)	11,092	$40.00	$443,680	$40.00
ELECTRICAL				
Lighting (SF)	11,092	$10.00	$110,920	$10.00
Power (SF)	11,092	$5.00	$55,460	$5.00
Distribution (SF)	11,092	$5.00	$55,460	$5.00
Fire Alarm (SF)	11,092	$1.50	$16,638	$1.50
Tel/Data/Security (SF)	11,092	$22.00	$244,024	$22.00
SITEWORK				
E&B Foundations (LF)	437	$25.00	$10,925	$0.98
Crushed Stone Under SOG & Footings (CY)	415	$35.00	$14,525	$1.31
Concrete Slab at Fenced in Area (SF)	900	$10.00	$9,000	$0.81
Fence (LF)	44	$175.00	$7,700	$0.69
Misc Site For Building Pad (LS)	1	$15,000.00	$15,000	$1.35
ADDITION SUBTOTAL			**$3,173,821**	**$286.14**
RENOVATION - LIGHT				
DEMOLITION				
Misc Demolition (SF)	22,840	$0.50	$11,420	$0.50
MASONRY				
Interior CMU Walls (SF)	725	$18.00	$13,050	$0.57
FINISH CARP				
Millwork Allowance (ALLW)	1	$10,000.00	$10,000	$0.44
OPENINGS				
Replace Single Doors (EA)	10	$1,200.00	$12,000	$0.53
FINISHES				
Misc. Cutting & Patching (LS)	1	$10,000.00	$10,000	$0.44
Floor Patching (LS)	1	$10,000.00	$10,000	$0.44
Paint Walls (SF)	62,880	$0.75	$47,160	$2.06
Clean/Paint Exposed Structure (SF)	22,840	$2.00	$45,680	$2.00
Paint Frames (EA)	10	$55.00	$550	$0.02

MCC - 6.4 FEMALE HOUSING

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
SPECIALTIES				
Misc. Specialties (LS)	1	$10,000.00	$10,000	$0.44
FIRE PROTECTION				
Rework Sprinkler (SF)	22,840	$0.50	$11,420	$0.50
HVAC				
Misc. HVAC (LS)	1	$10,000.00	$10,000	$0.44
ELECTRICAL				
Misc. Electrical (LS)	1	$50,000.00	$50,000	$2.19
Upgrade Security & Tie into New System (SF)	22,840	$12.00	$274,080	$12.00
MEDIUM RENOVATION SUBTOTAL			**$515,360**	**$22.56**
SUBTOTAL			**$3,689,181**	**$111.46**
GENERAL CONDITIONS/REQS		10%	$368,918	$10.87
DESIGN CONTINGENCY		15%	$608,715	$17.94
BUILDING PERMIT		1%	$46,668	$1.38
OVERHEAD & PROFIT		3%	$141,404	$4.17
BOND & INSURANCE		2%	97,098	$2.86
ESCALATION - SPRING 2016 START		9%	$445,679	$13.13
TOTAL CONSTRUCTION COST			**$5,397,663**	**$159.07**

MCC - 7.1 / 7.2 MEDICAL CLINIC & INFIRMARY

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
CONCRETE				
Continuous Footings (LF)	340	$58.00	$19,720	$1.06
Spread Footings - 6'x6'x1' (EA)	54	$520.00	$28,080	$1.51
Foundation Walls - 4'6" (LF)	472	$125.00	$59,000	$3.17
Slab on Grade - 5" (SF)	18,595	$4.25	$79,029	$4.25
Misc Concrete (LS)	1	$10,000.00	$10,000	$0.54
Precast Walls (SF)	6,844	$38.00	$260,072	$13.99
MASONRY				
Interior CMU Walls (SF)	26,898	$18.00	$484,164	$26.04
STEEL				
Structural Steel (TON) - 10 lbs/sf	93	3 500.00	325 500	$17.50
Metal Roof Deck (SF)	18,595	$3.50	$65,083	$3.50
Misc Metals (LS)	1	$20,000.00	$20,000	$1.08
FINISH CARP				
Window Sills (LF)	78	$55.00	$4,290	$0.23
Solid Surface CT (LF)	250	$175.00	$43,750	$2.35
P-Lam Wall Cabinets (LF)	150	$285.00	$42,750	$2.30
P-Lam Base Cabinets (LF)	150	$235.00	$35,250	$1.90
Shelving (LF)	30	$50.00	$1,500	$0.08
Millwork Allowance (ALLW)	1	$15,000.00	$15,000	$0.81
MOISTURE PROTECTION				
Drainage Board (SF)	2,070	$1.25	$2,588	$0.14
Vapor Barrier at SOG (SF)	18,595	$1.20	$22,314	$1.20
EPDM Roofing (SF)	18,595	$15.00	$278,925	$15.00
Facia (LF)	472	$18.00	$8,496	$0.46
Spray Fireproofing (SF)	18,595	$1.75	$32,541	$1.75
Caulking (LS)	1	$5,000.00	$5,000	$0.27
OPENINGS				
Single Doors (EA)	86	$1,200.00	$103,200	$5.55
Double Doors (EA)	6	$1,800.00	$10,800	$0.58
Aluminum Windows (EA) - 6'x6'	13	$1,800.00	$23,400	$1.26

MCC - 7.1 / 7.2 MEDICAL CLINIC & INFIRMARY

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Misc Glass (LS)	1	$15,000.00	$15,000	$0.81
FINISHES				
GWB Ceilings (SF) - 20%	3,440	$4.25	$14,620	$0.79
ACT (SF) - 80%	13,760	$3.75	$51,600	$2.77
Ceramic Floor Tile (SF)	570	$13.00	$7,410	$0.40
VCT (SF) - 70%	11,641	$3.75	$43,654	$2.35
Seamless Coating System (SF) - 30%	4,689	$15.00	$70,335	$3.78
Vinyl Base (LF)	4,158	$2.25	$9,356	$0.50
Paint Exterior Precast Walls (SF)	6,844	$1.35	$9,239	$0.50
Paint Walls (SF)	20,429	$0.75	$15,322	$0.82
E ox Paint Walls SF	13,619	$1.20	16 343	$0.88
Paint Ceilings (SF)	3,440	$1.00	$3,440	$0.18
Paint Frames (EA)	92	$55.00	$5,060	$0.27
SPECIALTIES				
TP Dispensers (EA)	10	$20.00	$200	$0.01
Grab Bars (EA)	20	$150.00	$3,000	$0.16
Soap Dispensers (EA)	10	$30.00	$300	$0.02
PT Dispensers (EA)	10	$45.00	$450	$0.02
Coat Hooks (EA)	10	$15.00	$150	$0.01
Framed Mirrors (EA)	10	$350.00	$3,500	$0.19
Fire Extinguishers & Cabinets (EA)	4	$250.00	$1,000	$0.05
Signage (LS)	1	$5,000.00	$5,000	$0.27
FURNISHINGS				
Window Treatments (EA)	13	$500.00	$6,500	$0.35
DETENTION EQUIPMENT				
Misc. Detention Equipment (LS)	1	$35,000.00	$35,000	$1.88
FIRE PROTECTION				
Sprinkler (SF)	18,595	$3.00	$55,785	$3.00
PLUMBING				
Sinks (EA)	10	$5,200.00	$52,000	$2.80
Toilets (EA)	10	$4,575.00	$45,750	$2.46

MCC - 7.1 / 7.2 MEDICAL CLINIC & INFIRMARY

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
WC/LAV Combo (EA)	4	$8,000.00	$32,000	$1.72
Showers (EA)	6	$7,500.00	$45,000	$2.42
Mop Sinks (EA)	2	$3,750.00	$7,500	$0.40
Fountains (EA)	2	$3,000.00	$6,000	$0.32
HVAC				
HVAC (SF)	18,595	$40.00	$743,800	$40.00
ELECTRICAL				
Lighting (SF)	18,595	$8.00	$148,760	$8.00
Power (SF)	18,595	$4.00	$74,380	$4.00
Distribution (SF)	18,595	$5.00	$92,975	$5.00
Fire Alarm SF	18,595	$1.50	27 893	$1.50
Tel/Data/Security (SF)	18,595	$20.00	$371,900	$20.00
SITEWORK				
E&B Foundations (LF)	472	$25.00	$11,800	$0.63
Crushed Stone Under SOG & Footings (CY)	690	$35.00	$24,150	$1.30
Misc Site For Building Pad (LS)	1	$15,000.00	$15,000	$0.81
SUBTOTAL			**$4,051,622**	**$217.89**
GENERAL CONDITIONS/REQS		10%	$405,162	$21.79
DESIGN CONTINGENCY		12%	$534,814	$28.76
BUILDING PERMIT		1%	$49,916	$2.68
OVERHEAD & PROFIT		3%	$151,245	$8.13
BOND & INSURANCE		2%	$103,855	$5.59
ESCALATION - SPRING 2016 START		9%	$476,695	$25.64
TOTAL CONSTRUCTION COST			**$5,773,310**	**$310.48**

MCC - 7.3 MALE ASSISTED LIVING

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
PILES				
H-Piles - 80' Deep (EA)	200	$3,000.00	$600,000	$27.54
Pile Mob, De-mob, Spoil Disposal (LS)	1	$50,000.00	$50,000	$2.30
CONCRETE				
Pile Caps - 6'x6'x2'6" (EA)	40	$1,740.00	$69,600	$3.20
Grade Beams - 4'6"H x 2' thick (LF)	392	$225.00	$88,200	$4.05
Structural Slab on Grade - 12" (SF)	15,734	$13.75	$216,343	$9.93
Topping Slab - 2" (SF)	1,600	$2.75	$4,400	$0.20
Misc Concrete (LS)	1	$15,000.00	$15,000	$0.69
Precast Walls (SF)	12,452	$38.00	$473,176	$21.72
Precast Prefab Units - 2 bays/ea - 400 sf/ea (EA)	18	20 000.00	360 000	$16.53
Precast Slabs (SF)	1,600	$11.00	$17,600	$0.81
MASONRY				
Interior CMU Walls (SF)	5,104	$18.00	$91,872	$4.22
STEEL				
Structural Steel (TON) - 7 lbs/sf	76	$3,500.00	$266,000	$12.21
Metal Roof Deck (SF)	15,734	$3.50	$55,069	$2.53
Canopy (SF)	336	$100.00	$33,600	$1.54
Mezzanine Guardrails (LF)	320	$200.00	$64,000	$2.94
Mezzanine Stairs (EA)	4	$12,000.00	$48,000	$2.20
Misc Metals (LS)	1	$10,000.00	$10,000	$0.46
FINISH CARP				
Officer Desk (EA)	2	$15,000.00	$30,000	$1.38
Millwork Allowance (ALLW)	1	$10,000.00	$10,000	$0.46
MOISTURE PROTECTION				
Drainage Board (SF)	2,547	$1.25	$3,184	$0.15
Vapor Barrier at SOG (SF)	15,734	$1.20	$18,881	$0.87
EPDM Roofing (SF)	15,734	$15.00	$236,010	$10.83
Facia (LF)	566	$18.00	$10,188	$0.47
Canopies (EA)	1	$15,000.00	$15,000	$0.69
Spray Fireproofing (SF)	21,784	$1.25	$27,230	$1.25

MCC - 7.3 MALE ASSISTED LIVING

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Caulking (LS)	1	$10,000.00	$10,000	$0.46
OPENINGS				
Detention Single Doors (EA)	72	$3,500.00	$252,000	$11.57
Detention Aluminum Windows (EA) - 5'4"x1'	40	$1,200.00	$48,000	$2.20
Detention Aluminum Windows (EA) - 5'5"x5'5"	8	$6,800.00	$54,400	$2.50
Misc Glass (LS)	1	$5,000.00	$5,000	$0.23
FINISHES				
GWB Ceilings (SF)	9,650	$4.25	$41,013	$1.88
Ceramic Floor Tile (SF)	200	$13.00	$2,600	$0.12
Rubber Sheet (SF)	9,450	$6.00	$56,700	$2.60
Sealed Concrete SF	10,500	$2.25	23 625	$1.08
Vinyl Base (LF)	3,400	$2.25	$7,650	$0.35
Paint Exterior Precast Walls (SF)	11,997	$1.35	$16,196	$0.74
Paint Walls (SF)	47,600	$0.75	$35,700	$1.64
Epoxy Paint Walls (SF)	1,200	$1.20	$1,440	$0.07
Paint Exposed Structure (SF)	10,500	$1.00	$10,500	$0.48
Paint Frames (EA)	72	$55.00	$3,960	$0.18
SPECIALTIES				
Misc Specialties (LS)	1	$35,000.00	$35,000	$1.61
Signage (LS)	1	$7,500.00	$7,500	$0.34
DETENTION EQUIPMENT				
Single Bunk w/ Storage (EA)	40	$1,920.00	$76,800	$3.53
Wall Mtd Shelf (EA)	40	$350.00	$14,000	$0.64
Wall Mtd Cubbie (EA)	40	$350.00	$14,000	$0.64
Wall Mtd Desk (EA)	40	$720.00	$28,800	$1.32
Wall Mtd Seat (EA)	40	$290.00	$11,600	$0.53
Misc. Detention Equipment (LS)	1	$50,000.00	$50,000	$2.30
FIRE PROTECTION				
Sprinkler (SF)	21,784	$3.25	$70,798	$3.25
PLUMBING				
Sinks (EA)	2	$5,200.00	$10,400	$0.48

MCC - 7.3 MALE ASSISTED LIVING

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Toilets (EA)	2	$4,575.00	$9,150	$0.42
WC/LAV Combo (EA)	40	$8,000.00	$320,000	$14.69
Mop Sinks (EA)	1	$3,500.00	$3,500	$0.16
Showers (EA)	4	$7,500.00	$30,000	$1.38
HVAC				
HVAC (SF)	21,784	$40.00	$871,360	$40.00
ELECTRICAL				
Lighting (SF)	21,784	$10.00	$217,840	$10.00
Power (SF)	21,784	$5.00	$108,920	$5.00
Distribution (SF)	21,784	$5.00	$108,920	$5.00
Fire Alarm SF	21,784	$1.50	32 676	$1.50
Tel/Data/Security (SF)	21,784	$22.00	$479,248	$22.00
SITEWORK				
E&B Foundations (LF)	566	$25.00	$14,150	$0.65
Crushed Stone Under SOG & Footings (CY)	590	$35.00	$20,650	$0.95
Concrete Slab at Fenced in Area (SF)	2,400	$10.00	$24,000	$1.10
Fence (LF)	55	$175.00	$9,625	$0.44
Misc Site For Building Pad (LS)	1	$20,000.00	$20,000	$0.92
SUBTOTAL			**$5,971,073**	**$274.10**
GENERAL CONDITIONS/REQS		10%	$597,107	$27.41
DESIGN CONTINGENCY		15%	$985,227	$45.23
BUILDING PERMIT		1%	$75,534	$3.47
OVERHEAD & PROFIT		3%	$228,868	$10.51
BOND & INSURANCE		2%	$157,156	$7.21
ESCALATION - SPRING 2016 START		9%	$721,347	$33.11
TOTAL CONSTRUCTION COST			**$8,736,312**	**$401.04**

MCC - 7.4 MALE MENTAL HEALTH

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
PILES				
H-Piles - 80' Deep (EA)	228	$3,000.00	$684,000	$49.43
Pile Mob, De-mob, Spoil Disposal (LS)	1	$50,000.00	$50,000	$3.61
CONCRETE				
Pile Caps - 6'x6'x2'6" (EA)	76	$1,740.00	$132,240	$9.56
Grade Beams - 4'6"H x 2' thick (LF)	512	$225.00	$115,200	$8.32
Structural Slab on Grade - 12" (SF)	13,838	$13.75	$190,273	$13.75
Misc Concrete (LS)	1	$15,000.00	$15,000	$1.08
Precast Walls (SF)	11,600	$38.00	$440,800	$31.85
Precast Prefab Units - 2 bays/ea w/ closet (EA)	24	$10,000.00	$240,000	$17.34
MASONRY				
Interior CMU Walls (SF)	5,800	$18.00	$104,400	$7.54
STEEL				
Structural Steel (TON) - 7 lbs/sf	49	$3,500.00	$171,500	$12.39
Metal Roof Deck (SF)	13,838	$3.50	$48,433	$3.50
Canopy (SF)	1,020	$100.00	$102,000	$7.37
Misc Metals (LS)	1	$10,000.00	$10,000	$0.72
FINISH CARP				
Officer Desk (EA)	4	$15,000.00	$60,000	$4.34
Millwork Allowance (ALLW)	1	$10,000.00	$10,000	$0.72
MOISTURE PROTECTION				
Drainage Board (SF)	2,250	$1.25	$2,813	$0.20
Vapor Barrier at SOG (SF)	13,838	$1.20	$16,606	$1.20
EPDM Roofing (SF)	13,838	$15.00	$207,570	$15.00
Facia (LF)	800	$18.00	$14,400	$1.04
Canopies (EA)	3	$15,000.00	$45,000	$3.25
Spray Fireproofing (SF)	13,838	$1.25	$17,298	$1.25
Caulking (LS)	1	$10,000.00	$10,000	$0.72
OPENINGS				
Detention Single Doors (EA)	92	$3,500.00	$322,000	$23.27
Detention Aluminum Windows (EA) - 5'4"x1'	50	$1,200.00	$60,000	$4.34

MCC - 7.4 MALE MENTAL HEALTH

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Detention Aluminum Windows (EA) - 5'5"x5'5"	15	$6,800.00	$102,000	$7.37
Misc Glass (LS)	1	$5,000.00	$5,000	$0.36
FINISHES				
GWB Ceilings (SF)	9,045	$4.25	$38,441	$2.78
Ceramic Floor Tile (SF)	200	$13.00	$2,600	$0.19
Rubber Sheet (SF)	8,845	$6.00	$53,070	$3.84
Sealed Concrete (SF)	5,500	$2.25	$12,375	$0.89
Vinyl Base (LF)	3,000	$2.25	$6,750	$0.49
Paint Exterior Precast Walls (SF)	10,879	$1.35	$14,687	$1.06
Paint Walls (SF)	42,000	$0.75	$31,500	$2.28
E ox Paint Walls SF	1,200	$1.20	1 440	$0.10
Paint Exposed Structure (SF)	5,500	$1.00	$5,500	$0.40
Paint Frames (EA)	92	$55.00	$5,060	$0.37
SPECIALTIES				
Misc Specialties (LS)	1	$35,000.00	$35,000	$2.53
Signage (LS)	1	$7,500.00	$7,500	$0.54
DETENTION EQUIPMENT				
Single Bunk w/ Storage (EA)	50	$1,920.00	$96,000	$6.94
Wall Mtd Shelf (EA)	50	$350.00	$17,500	$1.26
Wall Mtd Cubbie (EA)	50	$350.00	$17,500	$1.26
Wall Mtd Desk (EA)	50	$720.00	$36,000	$2.60
Wall Mtd Seat (EA)	50	$290.00	$14,500	$1.05
Misc. Detention Equipment (LS)	1	$50,000.00	$50,000	$3.61
FIRE PROTECTION				
Sprinkler (SF)	13,838	$3.25	$44,974	$3.25
PLUMBING				
Sinks (EA)	2	$5,200.00	$10,400	$0.75
Toilets (EA)	2	$4,575.00	$9,150	$0.66
WC/LAV Combo (EA)	50	$8,000.00	$400,000	$28.91
Mop Sinks (EA)	1	$3,500.00	$3,500	$0.25
Showers (EA)	4	$7,500.00	$30,000	$2.17

MCC - 7.4 MALE MENTAL HEALTH

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
HVAC				
HVAC (SF)	13,838	$40.00	$553,520	$40.00
ELECTRICAL				
Lighting (SF)	13,838	$10.00	$138,380	$10.00
Power (SF)	13,838	$5.00	$69,190	$5.00
Distribution (SF)	13,838	$5.00	$69,190	$5.00
Fire Alarm (SF)	13,838	$1.50	$20,757	$1.50
Tel/Data/Security (SF)	13,838	$22.00	$304,436	$22.00
SITEWORK				
E&B Foundations (LF)	800	$25.00	$20,000	$1.45
Crushed Stone Under SOG & Footings CY	630	$35.00	22 050	$1.59
Concrete Slab at Fenced in Area (SF)	1,020	$10.00	$10,200	$0.74
Fence (LF)	183	$175.00	$32,025	$2.31
Misc Site For Building Pad (LS)	1	$20,000.00	$20,000	$1.45
SUBTOTAL			**$5,379,726**	**$388.76**
GENERAL CONDITIONS/REQS		10%	$537,973	$38.88
DESIGN CONTINGENCY		12%	$710,124	$51.32
BUILDING PERMIT		1%	$66,278	$4.79
OVERHEAD & PROFIT		3%	$200,823	$14.51
BOND & INSURANCE		2%	$137,898	$9.97
ESCALATION - SPRING 2016 START		9%	$632,954	$45.74
TOTAL CONSTRUCTION COST			**$7,665,775**	**$553.97**

MCC - 7.5 FEMALE HEALTHCARE

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
CONCRETE				
Continuous Footings (LF)	257	$58.00	$14,906	$2.07
Spread Footings - 10'x10'x1'6" (EA)	26	$1,200.00	$31,200	$4.34
Foundation Walls - 4'6" (LF)	437	$125.00	$54,625	$7.60
Slab on Grade - 5" (SF)	7,189	$4.25	$30,553	$4.25
Misc Concrete (LS)	1	$5,000.00	$5,000	$0.70
Precast Walls (SF)	6,337	$38.00	$240,806	$33.50
Precast Prefab Units - 2 bays/ea w/ Closet (EA)	8	$10,000.00	$80,000	$11.13
Precast Prefab Units - 1 bays/ea (EA)	2	$8,500.00	$17,000	$2.36
MASONRY				
Interior CMU Walls SF	3,770	$18.00	67 860	$9.44
STEEL				
Structural Steel (TON) - 7 lbs/sf	25	$3,500.00	$87,500	$12.17
Metal Roof Deck (SF)	7,189	$3.50	$25,162	$3.50
Canopy (SF)	300	$100.00	$30,000	$4.17
Misc Metals (LS)	1	$10,000.00	$10,000	$1.39
FINISH CARP				
Officer Desk (EA)	1	$15,000.00	$15,000	$2.09
Millwork Allowance (ALLW)	1	$10,000.00	$10,000	$1.39
MOISTURE PROTECTION				
Drainage Board (SF)	1,967	$1.25	$2,459	$0.34
Vapor Barrier at SOG (SF)	7,189	$1.20	$8,627	$1.20
EPDM Roofing (SF)	7,189	$15.00	$107,835	$15.00
Facia (LF)	437	$18.00	$7,866	$1.09
Canopies (EA)	1	$15,000.00	$15,000	$2.09
Spray Fireproofing (SF)	7,189	$1.75	$12,581	$1.75
Caulking (LS)	1	$5,000.00	$5,000	$0.70
OPENINGS				
Detention Single Doors (EA)	40	$3,500.00	$140,000	$19.47
Detention Aluminum Windows (EA) - 5'4"x1'	20	$1,200.00	$24,000	$3.34
Detention Aluminum Windows (EA) - 5'5"x5'5"	10	$6,800.00	$68,000	$9.46

MCC - 7.5 FEMALE HEALTHCARE

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Misc Glass (LS)	1	$5,000.00	$5,000	$0.70
FINISHES				
GWB Ceilings (SF)	4,540	$4.25	$19,295	$2.68
Ceramic Floor Tile (SF)	108	$13.00	$1,404	$0.20
Rubber Sheet (SF)	3,612	$6.00	$21,672	$3.01
Sealed Concrete (SF)	2,110	$2.25	$4,748	$0.66
Vinyl Base (LF)	1,500	$2.25	$3,375	$0.47
Paint Exterior Precast Walls (SF)	5,927	$1.35	$8,001	$1.11
Paint Walls (SF)	21,750	$0.75	$16,313	$2.27
Epoxy Paint Walls (SF)	720	$1.20	$864	$0.12
Paint Exposed Structure SF	2,110	$1.00	2 110	$0.29
Paint Frames (EA)	40	$55.00	$2,200	$0.31
SPECIALTIES				
Misc Specialties (LS)	1	$20,000.00	$20,000	$2.78
Signage (LS)	1	$7,500.00	$7,500	$1.04
DETENTION EQUIPMENT				
Double Bunk w/ Storage (EA)	2	$3,840.00	$7,680	$1.07
Single Bunk w/ Storage (EA)	16	$1,920.00	$30,720	$4.27
Wall Mtd Shelf (EA)	20	$350.00	$7,000	$0.97
Wall Mtd Cubbie (EA)	20	$350.00	$7,000	$0.97
Wall Mtd Desk (EA)	20	$720.00	$14,400	$2.00
Wall Mtd Seat (EA)	20	$290.00	$5,800	$0.81
Misc. Detention Equipment (LS)	1	$35,000.00	$35,000	$4.87
FIRE PROTECTION				
Sprinkler (SF)	7,189	$3.25	$23,364	$3.25
PLUMBING				
WC/LAV Combo (EA)	18	$8,000.00	$144,000	$20.03
Mop Sinks (EA)	1	$3,500.00	$3,500	$0.49
Showers (EA)	3	$7,500.00	$22,500	$3.13
HVAC				
HVAC (SF)	7,189	$40.00	$287,560	$40.00

MCC - 7.5 FEMALE HEALTHCARE

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
ELECTRICAL				
Lighting (SF)	7,189	$10.00	$71,890	$10.00
Power (SF)	7,189	$5.00	$35,945	$5.00
Distribution (SF)	7,189	$5.00	$35,945	$5.00
Fire Alarm (SF)	7,189	$1.50	$10,784	$1.50
Tel/Data/Security (SF)	7,189	$22.00	$158,158	$22.00
SITEWORK				
E&B Foundations (LF)	437	$25.00	$10,925	$1.52
Crushed Stone Under SOG & Footings (CY)	300	$35.00	$10,500	$1.46
Concrete Slab at Fenced in Area (SF)	900	$10.00	$9,000	$1.25
Fence LF	44	$175.00	7 700	$1.07
Misc Site For Building Pad (LS)	1	$15,000.00	$15,000	$2.09
SUBTOTAL			**$2,177,831**	**$302.94**
GENERAL CONDITIONS/REQS		10%	$217,783	$30.29
DESIGN CONTINGENCY		12%	$287,474	$39.99
BUILDING PERMIT		1%	$26,831	$3.73
OVERHEAD & PROFIT		3%	$81,298	$11.31
BOND & INSURANCE		2%	$55,824	$7.77
ESCALATION - SPRING 2016 START		9%	$256,234	$35.64
TOTAL CONSTRUCTION COST			**$3,103,275**	**$431.67**

MCC - 8.0 VISITATION

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
CONCRETE				
Continuous Footings (LF)	117	$58.00	$6,786	$0.97
Spread Footings - 6'x6'x1' (EA)	27	$520.00	$14,040	$2.00
Foundation Walls - 4'6" (LF)	189	$125.00	$23,625	$3.36
Slab on Grade - 5" (SF)	7,027	$4.25	$29,865	$4.25
Concrete Benches (LF)	45	$350.00	$15,750	$2.24
Misc Concrete (LS)	1	$5,000.00	$5,000	$0.71
Precast Walls (SF)	2,741	$38.00	$104,158	$14.82
MASONRY				
Interior CMU Walls (SF)	7,627	$18.00	$137,286	$19.54
STEEL				
Structural Steel (TON) - 10 lbs/sf	35	$3,500.00	$122,500	$17.43
Metal Roof Deck (SF)	7,027	$3.50	$24,595	$3.50
Misc Metals (LS)	1	$10,000.00	$10,000	$1.42
FINISH CARP				
Window Sills (LF)	83	$55.00	$4,565	$0.65
Solid Surface CT (LF)	40	$175.00	$7,000	$1.00
P-Lam Wall Cabinets (LF)	10	$285.00	$2,850	$0.41
P-Lam Base Cabinets (LF)	10	$235.00	$2,350	$0.33
Millwork Allowance (ALLW)	1	$5,000.00	$5,000	$0.71
MOISTURE PROTECTION				
Drainage Board (SF)	851	$1.25	$1,064	$0.15
Vapor Barrier at SOG (SF)	7,027	$1.20	$8,432	$1.20
EPDM Roofing (SF)	7,027	$15.00	$105,405	$15.00
Facia (LF)	189	$18.00	$3,402	$0.48
Spray Fireproofing (SF)	7,027	$1.75	$12,297	$1.75
Caulking (LS)	1	$5,000.00	$5,000	$0.71
OPENINGS				
Single Doors (EA)	19	$1,200.00	$22,800	$3.24
Double Doors (EA)	2	$1,800.00	$3,600	$0.51
Aluminum Windows (EA)	15	$1,500.00	$22,500	$3.20

MCC - 8.0 VISITATION

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Misc Glass (LS)	1	$10,000.00	$10,000	$1.42
FINISHES				
GWB Ceilings (SF) - 20%	1,620	$4.25	$6,885	$0.98
ACT (SF) - 80%	6,480	$3.75	$24,300	$3.46
Ceramic Floor Tile (SF)	342	$13.00	$4,446	$0.63
Ceramic Wall Tile (SF)	720	$13.00	$9,360	$1.33
VCT (SF)	7,758	$3.75	$29,093	$4.14
Vinyl Base (LF)	1,265	$2.25	$2,846	$0.41
Paint Exterior Precast Walls (SF)	2,287	$1.35	$3,087	$0.44
Paint Walls (SF)	10,120	$0.75	$7,590	$1.08
E ox Paint Walls SF	720	$1.20	$864	$0.12
Paint Ceilings (SF)	1,620	$1.00	$1,620	$0.23
Paint Frames (EA)	21	$55.00	$1,155	$0.16
SPECIALTIES				
TP Dispensers (EA)	6	$20.00	$120	$0.02
Grab Bars (EA)	12	$150.00	$1,800	$0.26
Soap Dispensers (EA)	8	$30.00	$240	$0.03
PT Dispensers (EA)	8	$45.00	$360	$0.05
Coat Hooks (EA)	6	$15.00	$90	$0.01
Framed Mirrors (EA)	6	$350.00	$2,100	$0.30
Fire Extinguishers & Cabinets (EA)	2	$250.00	$500	$0.07
Signage (LS)	1	$3,500.00	$3,500	$0.50
DETENTION EQUIPMENT				
Detention Equipment (LS)	1	$20,000.00	$20,000	$2.85
FURNISHINGS				
Window Treatments (EA)	15	$500.00	$7,500	$1.07
FIRE PROTECTION				
Sprinkler (SF)	7,027	$3.00	$21,081	$3.00
PLUMBING				
Sinks (EA)	8	$3,500.00	$28,000	$3.98
Toilets (EA)	6	$4,000.00	$24,000	$3.42

MCC - 8.0 VISITATION

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Mop Sinks (EA)	1	$3,750.00	$3,750	$0.53
Fountains (EA)	2	$3,000.00	$6,000	$0.85
HVAC				
HVAC (SF)	7,027	$35.00	$245,945	$35.00
ELECTRICAL				
Lighting (SF)	7,027	$8.00	$56,216	$8.00
Power (SF)	7,027	$4.00	$28,108	$4.00
Distribution (SF)	7,027	$5.00	$35,135	$5.00
Fire Alarm (SF)	7,027	$1.50	$10,541	$1.50
Tel/Data/Security (SF)	7,027	$16.00	$112,432	$16.00
SITEWORK				
E&B Foundations (LF)	189	$25.00	$4,725	$0.67
Crushed Stone Under SOG & Footings (CY)	325	$35.00	$11,375	$1.62
Misc Site For Building Pad (LS)	1	$10,000.00	$10,000	$1.42
SUBTOTAL			**$1,434,633**	**$204.16**
GENERAL CONDITIONS/REQS		10%	$143,463	$20.42
DESIGN CONTINGENCY		12%	$189,372	$26.95
BUILDING PERMIT		1%	$17,675	$2.52
OVERHEAD & PROFIT		3%	$53,554	$7.62
BOND & INSURANCE		2%	$36,774	$5.23
ESCALATION - SPRING 2016 START		9%	$168,792	$24.02
TOTAL CONSTRUCTION COST			**$2,044,264**	**$290.92**

MCC - 9.0 PROGRAM & SERVICES

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
CONCRETE				
Continuous Footings (LF)	552	$58.00	$32,016	$0.77
Spread Footings - 6'x6'x1' (EA)	112	$520.00	$58,240	$1.40
Foundation Walls - 4'6" (LF)	816	$125.00	$102,000	$2.45
Slab on Grade - 5" (SF)	41,622	$4.25	$176,894	$4.25
Misc Concrete (LS)	1	$15,000.00	$15,000	$0.36
Precast Walls (SF)	16,320	$38.00	$620,160	$14.90
MASONRY				
Interior CMU Walls (SF)	49,680	$18.00	$894,240	$21.48
STEEL				
Structural Steel (TON) - 10 lbs/sf	208	3 500.00	728 000	$17.49
Metal Roof Deck (SF)	41,622	$3.50	$145,677	$3.50
Misc Metals (LS)	1	$20,000.00	$20,000	$0.48
FINISH CARP				
Window Sills (LF)	319	$55.00	$17,545	$0.42
Solid Surface CT (LF)	100	$175.00	$17,500	$0.42
P-Lam Wall Cabinets (LF)	40	$285.00	$11,400	$0.27
P-Lam Base Cabinets (LF)	40	$235.00	$9,400	$0.23
Millwork Allowance (ALLW)	1	$10,000.00	$10,000	$0.24
MOISTURE PROTECTION				
Drainage Board (SF)	3,672	$1.25	$4,590	$0.11
Vapor Barrier at SOG (SF)	41,622	$1.20	$49,946	$1.20
EPDM Roofing (SF)	41,622	$15.00	$624,330	$15.00
Facia (LF)	816	$18.00	$14,688	$0.35
Spray Fireproofing (SF)	41,622	$1.75	$72,839	$1.75
Caulking (LS)	1	$12,000.00	$12,000	$0.29
OPENINGS				
Single Doors (EA)	75	$1,200.00	$90,000	$2.16
Double Doors (EA)	6	$1,800.00	$10,800	$0.26
Aluminum Windows (EA)	58	$1,500.00	$87,000	$2.09
Misc Glass (LS)	1	$15,000.00	$15,000	$0.36

MCC - 9.0 PROGRAM & SERVICES

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
FINISHES				
GWB Ceilings (SF) - 20%	6,720	$4.25	$28,560	$0.69
ACT (SF) - 80%	26,880	$3.75	$100,800	$2.42
Ceramic Floor Tile (SF)	684	$13.00	$8,892	$0.21
Ceramic Wall Tile (SF)	1,440	$13.00	$18,720	$0.45
VCT (SF)	32,916	$3.75	$123,435	$2.97
Athletic Flooring (SF)	4,900	$15.00	$73,500	$1.77
Vinyl Base (LF)	5,484	$2.25	$12,339	$0.30
Paint Exterior Precast Walls (SF)	14,565	$1.35	$19,663	$0.47
Paint Walls (SF)	49,872	$0.75	$37,404	$0.90
E ox Paint Walls SF	1,440	$1.20	1 728	$0.04
Paint Ceilings (SF)	6,720	$1.00	$6,720	$0.16
Paint Exposed Structure (SF)	4,900	$1.00	$4,900	$0.12
Paint Frames (EA)	81	$55.00	$4,455	$0.11
SPECIALTIES				
TP Dispensers (EA)	12	$20.00	$240	$0.01
Grab Bars (EA)	24	$150.00	$3,600	$0.09
Soap Dispensers (EA)	18	$30.00	$540	$0.01
PT Dispensers (EA)	18	$45.00	$810	$0.02
Coat Hooks (EA)	12	$15.00	$180	$0.00
Framed Mirrors (EA)	12	$350.00	$4,200	$0.10
Fire Extinguishers & Cabinets (EA)	6	$250.00	$1,500	$0.04
Signage (LS)	1	$7,500.00	$7,500	$0.18
EQUIPMENT				
Basketball Backstop (EA)	2	$6,500.00	$13,000	$0.31
Wall Padding (SF)	1,800	$15.00	$27,000	$0.65
FURNISHINGS				
Window Treatments (EA)	58	$500.00	$29,000	$0.70
FIRE PROTECTION				
Sprinkler (SF)	41,622	$3.00	$124,866	$3.00
PLUMBING				

MCC - 9.0 PROGRAM & SERVICES

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Sinks (EA)	18	$3,500.00	$63,000	$1.51
Toilets (EA)	12	$4,000.00	$48,000	$1.15
Mop Sinks (EA)	2	$3,750.00	$7,500	$0.18
Fountains (EA)	8	$3,000.00	$24,000	$0.58
HVAC				
HVAC (SF)	41,622	$35.00	$1,456,770	$35.00
ELECTRICAL				
Lighting (SF)	41,622	$8.00	$332,976	$8.00
Power (SF)	41,622	$4.00	$166,488	$4.00
Distribution (SF)	41,622	$5.00	$208,110	$5.00
Fire Alarm SF	41,622	$1.50	62 433	$1.50
Tel/Data/Security (SF)	41,622	$16.00	$665,952	$16.00
SITEWORK				
E&B Foundations (LF)	552	$25.00	$13,800	$0.33
Crushed Stone Under SOG & Footings (CY)	1,520	$35.00	$53,200	$1.28
Misc Site For Building Pad (LS)	1	$30,000.00	$30,000	$0.72
SUBTOTAL			**$7,625,045**	**$183.20**
GENERAL CONDITIONS/REQS		10%	$762,505	$18.32
DESIGN CONTINGENCY		12%	$1,006,506	$24.18
BUILDING PERMIT		1%	$93,941	$2.26
OVERHEAD & PROFIT		3%	$284,640	$6.84
BOND & INSURANCE		2%	$195,453	$4.70
ESCALATION - SPRING 2016 START		9%	$897,128	$21.55
TOTAL CONSTRUCTION COST			**$10,865,217**	**$261.05**

MCC - 10.0 INDUSTRIES

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
ADDITION				
CONCRETE				
Continuous Footings (LF)	682	$58.00	$39,556	$1.40
Spread Footings - 6'x6'x1' (EA)	84	$520.00	$43,680	$1.55
Foundation Walls - 4'6" (LF)	934	$125.00	$116,750	$4.14
Slab on Grade - 5" (SF)	28,217	$4.25	$119,922	$4.25
Misc Concrete (LS)	1	$15,000.00	$15,000	$0.53
Precast Walls (SF)	18,296	$38.00	$695,248	$24.64
MASONRY				
Interior CMU Walls (SF)	29,731	$18.00	$535,158	$18.97
STEEL				
Structural Steel (TON) - 10 lbs/sf	131	$3,500.00	$458,500	$16.25
Metal Roof Deck (SF)	28,217	$3.50	$98,760	$3.50
Misc Metals (LS)	1	$20,000.00	$20,000	$0.71
FINISH CARP				
Millwork Allowance (ALLW)	1	$10,000.00	$10,000	$0.35
MOISTURE PROTECTION				
Drainage Board (SF)	4,203	$1.25	$5,254	$0.19
Vapor Barrier at SOG (SF)	28,217	$1.20	$33,860	$1.20
EPDM Roofing (SF)	28,217	$15.00	$423,255	$15.00
Facia (LF)	934	$18.00	$16,812	$0.60
Spray Fireproofing (SF)	28,217	$1.75	$49,380	$1.75
Caulking (LS)	1	$10,000.00	$10,000	$0.35
OPENINGS				
Single Doors (EA)	50	$1,200.00	$60,000	$2.13
Double Doors (EA)	10	$1,800.00	$18,000	$0.64
Aluminum Windows (EA) - 5'6"x5'6"	5	$1,500.00	$7,500	$0.27
Aluminum Windows (EA) - 7'x7'	35	$2,450.00	$85,750	$3.04
Misc Glass (LS)	1	$10,000.00	$10,000	$0.35
FINISHES				
GWB Ceilings (SF)	399	$4.25	$1,696	$0.06

MCC - 10.0 INDUSTRIES

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Sealed Concrete (SF)	26,100	$2.25	$58,725	$2.08
Vinyl Base (LF)	4,060	$2.25	$9,135	$0.32
Paint Exterior Precast Walls (SF)	12,340	$1.35	$16,659	$0.59
Paint Walls (SF)	76,888	$0.75	$57,666	$2.04
Paint Ceilings (SF)	399	$1.00	$399	$0.01
Paint Exposed Structure (SF)	25,701	$1.00	$25,701	$0.91
Paint Frames (EA)	60	$55.00	$3,300	$0.12
SPECIALTIES				
TP Dispensers (EA)	7	$20.00	$140	$0.00
Grab Bars (EA)	14	$150.00	$2,100	$0.07
Soap Dispensers _EA_	12	$30.00	$360	$0.01
PT Dispensers (EA)	12	$45.00	$540	$0.02
Coat Hooks (EA)	7	$15.00	$105	$0.00
Framed Mirrors (EA)	7	$350.00	$2,450	$0.09
Fire Extinguishers & Cabinets (EA)	6	$250.00	$1,500	$0.05
Signage (LS)	1	$7,500.00	$7,500	$0.27
FURNISHINGS				
Window Treatments (EA)	40	$500.00	$20,000	$0.71
FIRE PROTECTION				
Sprinkler (SF)	28,217	$3.00	$84,651	$3.00
PLUMBING				
Sinks (EA)	12	$3,500.00	$42,000	$1.49
Toilets (EA)	7	$4,000.00	$28,000	$0.99
Mop Sinks (EA)	2	$3,750.00	$7,500	$0.27
Fountains (EA)	4	$3,000.00	$12,000	$0.43
Eye Wash (EA)	4	$3,200.00	$12,800	$0.45
HVAC				
HVAC (SF)	28,217	$35.00	$987,595	$35.00
ELECTRICAL				
Lighting (SF)	28,217	$8.00	$225,736	$8.00
Power (SF)	28,217	$4.00	$112,868	$4.00

MCC - 10.0 INDUSTRIES

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Distribution (SF)	28,217	$5.00	$141,085	$5.00
Fire Alarm (SF)	28,217	$1.50	$42,326	$1.50
Tel/Data/Security (SF)	28,217	$16.00	$451,472	$16.00
SITEWORK				
E&B Foundations (LF)	934	$25.00	$23,350	$0.83
Crushed Stone Under SOG & Footings (CY)	1,071	$35.00	$37,485	$1.33
Misc Site For Building Pad (LS)	1	$30,000.00	$30,000	$1.06
ADDITION SUBTOTAL			**$5,319,228**	**$188.51**
RENOVATION				
DEMOLITION				
Misc Demolition (SF)	10,800	$2.00	$21,600	$2.00
FINISHES				
Misc. Cutting & Patching (LS)	1	$10,000.00	$10,000	$0.93
Sand Blast & Reseal Concrete (SF)	10,800	$5.00	$54,000	$5.00
Vinyl Base (LF)	1,920	$2.25	$4,320	$0.40
Paint Walls (SF)	38,400	$0.75	$28,800	$2.67
Clean/Paint Exposed Structure (SF)	10,800	$2.00	$21,600	$2.00
SPECIALTIES				
TP Dispensers (EA)	4	$20.00	$80	$0.01
Grab Bars (EA)	8	$150.00	$1,200	$0.11
Soap Dispensers (EA)	8	$30.00	$240	$0.02
PT Dispensers (EA)	8	$45.00	$360	$0.03
Coat Hooks (EA)	4	$15.00	$60	$0.01
Framed Mirrors (EA)	4	$350.00	$1,400	$0.13
Fire Extinguishers & Cabinets (EA)	4	$250.00	$1,000	$0.09
Signage (LS)	1	$3,200.00	$3,200	$0.30
FIRE PROTECTION				
Rework Sprinkler (SF)	10,800	$1.25	$13,500	$1.25
PLUMBING - *FIXTURES ONLY*				
Sinks (EA)	8	$1,900.00	$15,200	$1.41
Toilets (EA)	4	$1,750.00	$7,000	$0.65
Mop Sinks (EA)	1	$2,200.00	$2,200	$0.20

MCC - 10.0 INDUSTRIES

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Fountains (EA)	2	$1,500.00	$3,000	$0.28
Eye Wash (EA)	3	$1,700.00	$5,100	$0.47
HVAC				
HVAC (SF) - Replace 50%	10,800	$20.00	$216,000	$20.00
ELECTRICAL				
Lighting (EA) - Replace Fixtures	165	$325.00	$53,625	$4.97
Power (EA) - Replace 50% of Devices	80	$175.00	$14,000	$1.30
Fire Alarm (SF) - Replace 50%	10,800	$0.75	$8,100	$0.75
Tel/Data/Security (SF) - Replace 50%	10,800	$6.00	$64,800	$6.00
RENOVATION SUBTOTAL			**$550,385**	**$50.96**
SUBTOTAL			**$5,869,613**	**$159.07**
GENERAL CONDITIONS/REQS		10%	$586,961	$15.04
DESIGN CONTINGENCY		15%	$968,486	$24.82
BUILDING PERMIT		1%	$74,251	$1.90
OVERHEAD & PROFIT		3%	$224,979	$5.77
BOND & INSURANCE		2%	154,486	$3.96
ESCALATION - SPRING 2016 START		9%	$709,090	$18.17
TOTAL CONSTRUCTION COST			**$8,587,866**	**$220.11**

MCC - 11.0, 12.0, 13.0 FOOD, LAUNDRY, COMMISSARY

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
CONCRETE				
Continuous Footings (LF)	292	$58.00	$16,936	$0.89
Spread Footings - 6'x6'x1' (EA)	49	$520.00	$25,480	$1.34
Foundation Walls - 4'6" (LF)	412	$125.00	$51,500	$2.71
Slab on Grade - 5" (SF)	18,973	$4.25	$80,635	$4.25
Misc Concrete (LS)	1	$10,000.00	$10,000	$0.53
Precast Walls (SF)	6,264	$38.00	$238,032	$12.55
MASONRY				
Interior CMU Walls (SF)	19,140	$18.00	$344,520	$18.16
STEEL				
Structural Steel (TON) - 10 lbs/sf	95	3 500.00	332 500	$17.52
Metal Roof Deck (SF)	18,973	$3.50	$66,406	$3.50
Canopy (SF)	250	$100.00	$25,000	$1.32
Misc Metals (LS)	1	$25,000.00	$25,000	$1.32
FINISH CARP				
Window Sills (LF)	132	$55.00	$7,260	$0.38
Solid Surface CT (LF)	60	$175.00	$10,500	$0.55
P-Lam Wall Cabinets (LF)	25	$285.00	$7,125	$0.38
P-Lam Base Cabinets (LF)	25	$235.00	$5,875	$0.31
Shelving (LF)	50	$50.00	$2,500	$0.13
Millwork Allowance (ALLW)	1	$10,000.00	$10,000	$0.53
MOISTURE PROTECTION				
Drainage Board (SF)	1,854	$1.25	$2,318	$0.12
Vapor Barrier at SOG (SF)	18,973	$1.20	$22,768	$1.20
EPDM Roofing (SF)	18,973	$15.00	$284,595	$15.00
Facia (LF)	412	$18.00	$7,416	$0.39
Spray Fireproofing (SF)	18,973	$1.75	$33,203	$1.75
Canopies (EA)	1	$15,000.00	$15,000	$0.79
Caulking (LS)	1	$5,000.00	$5,000	$0.26
OPENINGS				
Single Doors (EA)	100	$1,200.00	$120,000	$6.32

MCC - 11.0, 12.0, 13.0 FOOD, LAUNDRY, COMMISSARY

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Double Doors (EA)	14	$1,800.00	$25,200	$1.33
Overhead Door (EA)	1	$3,500.00	$3,500	$0.18
Aluminum Windows (EA) - 6'x6'	22	$1,800.00	$39,600	$2.09
Misc Glass (LS)	1	$12,000.00	$12,000	$0.63
FINISHES				
GWB Ceilings (SF) - 20%	3,510	$4.25	$14,918	$0.79
ACT (SF) - 80%	14,040	$3.75	$52,650	$2.77
Ceramic Floor Tile (SF)	342	$13.00	$4,446	$0.23
Ceramic Wall Tile (SF)	720	$13.00	$9,360	$0.49
VCT (SF) - 65%	11,185	$3.75	$41,944	$2.21
Sealed Concrete SF - 35%	6,023	$2.25	13 552	$0.71
Vinyl Base (LF)	1,265	$2.25	$2,846	$0.15
Paint Exterior Precast Walls (SF)	5,472	$1.35	$7,387	$0.39
Paint Walls (SF)	25,360	$0.75	$19,020	$1.00
Epoxy Paint Walls (SF)	720	$1.20	$864	$0.05
Paint Ceilings (SF)	3,510	$1.00	$3,510	$0.18
Paint Frames (EA)	114	$55.00	$6,270	$0.33
SPECIALTIES				
TP Dispensers (EA)	6	$20.00	$120	$0.01
Grab Bars (EA)	12	$150.00	$1,800	$0.09
Soap Dispensers (EA)	6	$30.00	$180	$0.01
PT Dispensers (EA)	6	$45.00	$270	$0.01
Coat Hooks (EA)	6	$15.00	$90	$0.00
Framed Mirrors (EA)	6	$350.00	$2,100	$0.11
Fire Extinguishers & Cabinets (EA)	4	$250.00	$1,000	$0.05
Solid Surface Paneling (SF)	6,000	$22.00	$132,000	$6.96
Stainless Steel Wall Paneling (SF)	2,000	$55.00	$110,000	$5.80
Signage (LS)	1	$5,000.00	$5,000	$0.26
EQUIPMENT				
Kitchen Equipment (LS)	1	$350,000.00	$350,000	$18.45
Laundry Equipment (LS)	1	$250,000.00	$250,000	$13.18

MCC - 11.0, 12.0, 13.0 FOOD, LAUNDRY, COMMISSARY

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
FURNISHINGS				
Window Treatments (EA)	22	$500.00	$11,000	$0.58
FIRE PROTECTION				
Sprinkler (SF)	18,973	$3.00	$56,919	$3.00
PLUMBING				
Sinks (EA)	6	$3,500.00	$21,000	$1.11
Toilets (EA)	6	$4,000.00	$24,000	$1.26
Mop Sinks (EA)	2	$3,750.00	$7,500	$0.40
Fountains (EA)	2	$3,000.00	$6,000	$0.32
Kitchen Hookups (LS)	1	$150,000.00	$150,000	$7.91
Laundry Hookups LS	1	50 000.00	50 000	$2.64
HVAC				
HVAC (SF)	18,973	$40.00	$758,920	$40.00
ELECTRICAL				
Lighting (SF)	18,973	$8.00	$151,784	$8.00
Power (SF)	18,973	$4.00	$75,892	$4.00
Distribution (SF)	18,973	$5.00	$94,865	$5.00
Fire Alarm (SF)	18,973	$1.50	$28,460	$1.50
Tel/Data/Security (SF)	18,973	$16.00	$303,568	$16.00
SITEWORK				
E&B Foundations (LF)	412	$25.00	$10,300	$0.54
Crushed Stone Under SOG & Footings (CY)	7,400	$35.00	$259,000	$13.65
Misc Site For Building Pad (LS)	1	$15,000.00	$15,000	$0.79
SUBTOTAL			**$4,883,402**	**$257.39**
GENERAL CONDITIONS/REQS		10%	$488,340	$25.74
DESIGN CONTINGENCY		12%	$644,609	$33.98
BUILDING PERMIT		1%	$60,164	$3.17
OVERHEAD & PROFIT		3%	$182,295	$9.61
BOND & INSURANCE		2%	$125,176	$6.60
ESCALATION - SPRING 2016 START		9%	$574,559	$30.28
TOTAL CONSTRUCTION COST			**$6,958,545**	**$366.76**

MCC - 14.0 WAREHOUSE

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
ADDITION				
CONCRETE				
Continuous Footings (LF)	262	$58.00	$15,196	$2.34
Spread Footings - 6'x6'x1' (EA)	18	$520.00	$9,360	$1.44
Foundation Walls - 4'6" (LF)	346	$125.00	$43,250	$6.67
Slab on Grade - 5" (SF)	6,487	$4.25	$27,570	$4.25
Misc Concrete (LS)	1	$5,000.00	$5,000	$0.77
Precast Walls (SF)	5,536	$38.00	$210,368	$32.43
MASONRY				
Interior CMU Walls (SF)	6,416	$18.00	$115,488	$17.80
STEEL				
Structural Steel (TON) - 10 lbs/sf	33	$3,500.00	$115,500	$17.80
Metal Roof Deck (SF)	6,487	$3.50	$22,705	$3.50
Misc Metals (LS)	1	$5,000.00	$5,000	$0.77
FINISH CARP				
Shelving Allowance (ALLW)	1	$10,000.00	$10,000	$1.54
MOISTURE PROTECTION				
Drainage Board (SF)	1,557	$1.25	$1,946	$0.30
Vapor Barrier at SOG (SF)	6,487	$1.20	$7,784	$1.20
EPDM Roofing (SF)	6,487	$15.00	$97,305	$15.00
Facia (LF)	346	$18.00	$6,228	$0.96
Spray Fireproofing (SF)	6,487	$1.75	$11,352	$1.75
Caulking (LS)	1	$5,000.00	$5,000	$0.77
OPENINGS				
Single Doors (EA)	6	$1,200.00	$7,200	$1.11
Double Doors (EA)	10	$1,800.00	$18,000	$2.77
Aluminum Windows (EA) - 7'x7'	16	$2,450.00	$39,200	$6.04
FINISHES				
Sealed Concrete (SF)	6,487	$2.25	$14,596	$2.25
Vinyl Base (LF)	4,060	$2.25	$9,135	$1.41
Paint Exterior Precast Walls (SF)	4,752	$1.35	$6,415	$0.99

MCC - 14.0 WAREHOUSE

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Paint Walls (SF)	18,368	$0.75	$13,776	$2.12
Paint Exposed Structure (SF)	6,487	$1.00	$6,487	$1.00
Paint Frames (EA)	16	$55.00	$880	$0.14
SPECIALTIES				
Fire Extinguishers & Cabinets (EA)	2	$250.00	$500	$0.08
Signage (LS)	1	$1,000.00	$1,000	$0.15
FURNISHINGS				
Window Treatments (EA)	16	$500.00	$8,000	$1.23
FIRE PROTECTION				
Sprinkler (SF)	6,487	$3.00	$19,461	$3.00
PLUMBING				
Mop Sinks (EA)	2	$3,750.00	$7,500	$1.16
Fountains (EA)	2	$3,000.00	$6,000	$0.92
Eye Wash (EA)	2	$3,200.00	$6,400	$0.99
HVAC				
HVAC (SF)	6,487	$35.00	$227,045	$35.00
ELECTRICAL				
Lighting (SF)	6,487	$8.00	$51,896	$8.00
Power (SF)	6,487	$4.00	$25,948	$4.00
Distribution (SF)	6,487	$5.00	$32,435	$5.00
Fire Alarm (SF)	6,487	$1.50	$9,731	$1.50
Tel/Data/Security (SF)	6,487	$16.00	$103,792	$16.00
SITEWORK				
E&B Foundations (LF)	346	$25.00	$8,650	$1.33
Crushed Stone Under SOG & Footings (CY)	240	$35.00	$8,400	$1.29
Misc Site For Building Pad (LS)	1	$5,000.00	$5,000	$0.77
ADDITION SUBTOTAL			**$1,346,499**	**$207.57**
RENOVATION				
DEMOLITION				
Misc Demolition (SF)	12,000	$3.00	$36,000	$3.00
STEEL				
Misc Metals (LS)	1	$20,000.00	$20,000	$1.67

MCC - 14.0 WAREHOUSE

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
FINISHES				
Interior Partitions (SF)	4,800	$7.00	$33,600	$2.80
Misc. Cutting & Patching (LS)	1	$10,000.00	$10,000	$0.83
Sand Blast & Reseal Concrete (SF)	12,000	$5.00	$60,000	$5.00
Vinyl Base (LF)	1,100	$2.25	$2,475	$0.21
Paint Walls (SF)	22,000	$0.75	$16,500	$1.38
Clean/Paint Exposed Structure (SF)	12,000	$2.00	$24,000	$2.00
SPECIALTIES				
TP Dispensers (EA)	2	$20.00	$40	$0.00
Grab Bars (EA)	4	$150.00	$600	$0.05
Soap Dispensers _EA_	4	$30.00	$120	$0.01
PT Dispensers (EA)	4	$45.00	$180	$0.02
Coat Hooks (EA)	2	$15.00	$30	$0.00
Framed Mirrors (EA)	2	$350.00	$700	$0.06
Fire Extinguishers & Cabinets (EA)	4	$250.00	$1,000	$0.08
Signage (LS)	1	$1,500.00	$1,500	$0.13
FIRE PROTECTION				
Rework Sprinkler (SF)	12,000	$1.50	$18,000	$1.50
PLUMBING - *FIXTURES ONLY*				
Sinks (EA)	4	$1,900.00	$7,600	$0.63
Toilets (EA)	2	$1,750.00	$3,500	$0.29
Mop Sinks (EA)	2	$2,200.00	$4,400	$0.37
Eye Wash (EA)	2	$1,700.00	$3,400	$0.28
HVAC				
HVAC (SF) - Replace 50%	12,000	$20.00	$240,000	$20.00
ELECTRICAL				
Lighting (EA) - Replace Fixtures	120	$325.00	$39,000	$3.25
Power (EA) - Replace 50% of Devices	45	$175.00	$7,875	$0.66
Fire Alarm (SF) - Replace 50%	12,000	$0.75	$9,000	$0.75
Tel/Data/Security (SF) - Replace 50%	12,000	$8.00	$96,000	$8.00
RENOVATION SUBTOTAL			**$635,520**	**$52.96**

MCC - 14.0 WAREHOUSE

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
SUBTOTAL			$1,982,019	$107.21
GENERAL CONDITIONS/REQS		10%	$198,202	$10.72
DESIGN CONTINGENCY		20%	$436,044	$23.59
BUILDING PERMIT		1%	$26,163	$1.42
OVERHEAD & PROFIT		3%	$79,273	$4.29
BOND & INSURANCE		2%	$54,434	$2.94
ESCALATION - SPRING 2016 START		9%	$249,852	$13.52
TOTAL CONSTRUCTION COST			$3,025,986	$163.68

MCC - 15.0 SITEWORK

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
WALKWAY - 1,800 LF; 15' WIDE				
Concrete Footings & Walls (LF)	3,600	$125.00	$450,000	$12.74
Concrete SOG & Footings (SF)	35,325	$4.25	$150,131	$4.25
Precast Walls (SF)	50,400	$38.00	$1,915,200	$54.22
Structural Steel (TON) - 10 lbs/sf	177	$3,500.00	$618,188	$17.50
Metal Roof Deck (SF)	35,325	$3.50	$123,638	$3.50
EPDM Roofing (SF)	35,325	$15.00	$529,875	$15.00
Facia (LF)	3,600	$18.00	$64,800	$1.83
Spray Fireproofing (SF)	35,325	$1.00	$35,325	$1.00
Aluminum Windows (EA) - 6'x6'	180	$1,800.00	$324,000	$9.17
Sealed Concrete SF	35,325	$2.25	79 481	$2.25
Paint Exterior Precast Walls (SF)	43,920	$1.35	$59,292	$1.68
Paint Walls (SF)	43,920	$0.75	$32,940	$0.93
Paint Exposed Structure (SF)	35,325	$1.00	$35,325	$1.00
Sprinkler (SF)	35,325	$2.50	$88,313	$2.50
Heating ONLY (SF)	35,325	$8.00	$282,600	$8.00
Lighting (SF)	35,325	$3.00	$105,975	$3.00
Fire Alarm (SF)	35,325	$1.50	$52,988	$1.50
Security (SF)	35,325	$6.00	$211,950	$6.00
VSP & GATEHOUSE				
Gate House (SF)	432	$400.00	$172,800	$400.00
BUILDING DEMOLITION				
Demolish Existing Buildings (EA)	17	$35,000.00	$595,000	$1.35
SITEWORK				
Site Prep (AC)	35	$5,000.00	$175,000	$0.40
Ledge Removal (CY) - EXCLUDED				
Import Fill (CY)	40,000	$40.00	$1,600,000	$3.63
Export Unsuitable/Uncontrolled Fill (CY)	4,000	$65.00	$260,000	$0.59
Grade (AC)	30	$18,000.00	$540,000	$1.23
Erosion Control (LS)	1	$25,000.00	$25,000	$0.06
Excavate for Utilities (LF)	17,500	$20.00	$350,000	$0.79

MCC - 15.0 SITEWORK

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Water Line (LF)	7,500	$80.00	$600,000	$1.36
Sanitary Sewer (LF)	2,500	$70.00	$175,000	$0.40
Storm Drainage (LF)	2,500	$60.00	$150,000	$0.34
Storm System (LS)	1	$250,000.00	$250,000	$0.57
Natural Gas Line (LF)	5,000	$45.00	$225,000	$0.51
E&B Site Electrical (LF)	12,500	$25.00	$312,500	$0.71
Primary/Secondary Service Electrical (LF)	2,500	$150.00	$375,000	$0.85
Conduit & Wire for Site Lighting (LF)	10,000	$25.00	$250,000	$0.57
Light Pole Bases (EA)	150	$1,500.00	$225,000	$0.51
Utilities Allowance	1	$250,000.00	$250,000	$0.57
Concrete Pads LS	1	3 000.00	3 000	$0.01
Concrete Sidewalks (SF)	15,000	$6.00	$90,000	$0.20
Asphalt Paving (SY)	15,100	$38.00	$573,800	$1.30
Gravel Access Road - 50% of Loop (CY)	600	$40.00	$24,000	$0.05
Curbing (LF)	1,000	$15.00	$15,000	$0.03
Security Perimeter Fence (LF)	5,000	$240.00	$1,200,000	$2.72
Vehicle Security Gate (EA)	2	$25,000.00	$50,000	$0.11
Temp Security Fence (LF)	3,500	$125.00	$437,500	$0.99
Fine Grade & Seed Loamed (SF)	1,000,000	$0.25	$250,000	$0.57
Landscaping Allowance (LS)	1	$150,000.00	$150,000	$0.34
Misc Site Allowance (LS)	1	$350,000.00	$350,000	$0.79
BALLFIELD				
Sand In-field (SF)	17,800	$1.25	$22,250	$0.05
Fine Grade & Seed for Outfield (SF)	8,400	$0.90	$7,560	$0.02
Paint Lines (LF)	500	$5.00	$2,500	$0.01
Backstops (EA)	2	$8,500.00	$17,000	$0.04
Misc Equipment (LOC)	2	$7,500.00	$15,000	$0.03
SUBTOTAL			$14,897,930	$33.83
GENERAL CONDITIONS/REQS		10%	$1,489,793	$3.38
CONTINGENCY		12%	$1,966,527	$4.47
BUILDING PERMIT		1%	$183,542	$0.42
OVERHEAD & PROFIT		3%	$556,134	$1.26

MCC - 15.0 SITEWORK

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
BOND & INSURANCE		2%	$381,879	$0.87
ESCALATION - SPRING 2016 START		9%	$1,752,822	$3.98
TOTAL CONSTRUCTION COST			**$21,228,626**	**$48.20**

MCC - 16.0 MAINTENANCE / CENTRAL PLANT

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
CONCRETE				
Continuous Footings (LF)	392	$58.00	$22,736	$1.31
Spread Footings - 6'x6'x1' (EA)	55	$520.00	$28,600	$1.65
Foundation Walls - 4'6" (LF)	560	$125.00	$70,000	$4.05
Slab on Grade - 5" (SF)	17,298	$4.25	$73,517	$4.25
Misc Concrete (LS)	1	$5,000.00	$5,000	$0.29
Precast Walls (SF)	8,960	$38.00	$340,480	$19.68
MASONRY				
Interior CMU Walls (SF)	5,120	$18.00	$92,160	$5.33
STEEL				
Structural Steel _TON_ - 10 lbs/sf	87	3 500.00	304 500	$17.60
Metal Roof Deck (SF)	17,298	$3.50	$60,543	$3.50
Misc Metals (LS)	1	$20,000.00	$20,000	$1.16
MOISTURE PROTECTION				
Drainage Board (SF)	2,520	$1.25	$3,150	$0.18
Vapor Barrier at SOG (SF)	17,298	$1.20	$20,758	$1.20
EPDM Roofing (SF)	17,298	$15.00	$259,470	$15.00
Facia (LF)	560	$18.00	$10,080	$0.58
Spray Fireproofing (SF)	17,298	$1.75	$30,272	$1.75
Caulking (LS)	1	$10,000.00	$10,000	$0.58
OPENINGS				
Single Doors (EA)	6	$1,200.00	$7,200	$0.42
Double Doors (EA)	6	$1,800.00	$10,800	$0.62
Overhead Door (EA)	4	$5,000.00	$20,000	$1.16
Misc Glass (LS)	1	$2,500.00	$2,500	$0.14
FINISHES				
Sealed Concrete (SF)	16,000	$2.25	$36,000	$2.08
Paint Exterior Precast Walls (SF)	8,960	$1.35	$12,096	$0.70
Paint Walls (SF)	19,200	$0.75	$14,400	$0.83
Paint Exposed Structure (SF)	16,000	$1.00	$16,000	$0.92
Paint Frames (EA)	12	$55.00	$660	$0.04

MCC - 16.0 MAINTENANCE / CENTRAL PLANT

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
FIRE PROTECTION				
Sprinkler (SF)	17,298	$2.50	$43,245	$2.50
PLUMBING				
Mop Sinks (EA)	2	$3,750.00	$7,500	$0.43
Fountains (EA)	1	$3,000.00	$3,000	$0.17
Floor Drains (EA)	10	$1,200.00	$12,000	$0.69
Domestic Boilers - 1,500,00 btuh (EA)	3	$85,000.00	$255,000	$14.74
Storage Tanks for Boilers - 600 gallons (EA)	3	$10,000.00	$30,000	$1.73
Piping, Valves, Etc. for Boilers (EA)	3	$25,000.00	$75,000	$4.34
HVAC				
Building HVAC SF	17,298	$18.00	311 364	$18.00
Boilers - 7,500 MBH, Natural Gas (EA)	3	$175,000.00	$525,000	$30.35
Pumps, Controls, Piping, Expansion Tank, Etc. for Boilers (EA)	3	$25,000.00	$75,000	$4.34
Chillers - 750 ton (EA)	2	$475,000.00	$950,000	$54.92
Cooling Towers - 750 ton (EA)	2	$175,000.00	$350,000	$20.23
Condensor Water Pumps for Chiller Coolin Towers (EA)	3	$120,000.00	$360,000	$20.81
Controls, Piping, Etc. for Chillers & Cooling Towers (EA)	4	$50,000.00	$200,000	$11.56
Plate Heat Exchanger - 150 ton (EA)	1	$125,000.00	$125,000	$7.23
Pumps for Heat Exchanger - 360 gpm (EA)	2	$12,000.00	$24,000	$1.39
ELECTRICAL				
Lighting (SF)	17,298	$3.00	$51,894	$3.00
Power (SF)	17,298	$3.00	$51,894	$3.00
Distribution (SF)	17,298	$5.00	$86,490	$5.00
Fire Alarm (SF)	17,298	$1.50	$25,947	$1.50
Tel/Data/Security (SF)	17,298	$4.00	$69,192	$4.00
Electrical to Support Mechanical Equipment (LS)	1	$500,000.00	$500,000	$28.91
SITEWORK				
E&B Foundations (LF)	560	$25.00	$14,000	$0.81
Crushed Stone Under SOG & Footings (CY)	660	$35.00	$23,100	$1.34
Misc Site For Building Pad (LS)	1	$10,000.00	$10,000	$0.58
SUBTOTAL			**$5,649,547**	**$326.60**
GENERAL CONDITIONS/REQS		10%	$564,955	$32.66

MCC - 16.0 MAINTENANCE / CENTRAL PLANT

CONCEPTUAL ESTIMATE

January 19, 2015

Preferred Construction Management

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
DESIGN CONTINGENCY		20%	$1,242,900	$71.85
BUILDING PERMIT		1%	$74,574	$4.31
OVERHEAD & PROFIT		3%	$225,959	$13.06
BOND & INSURANCE		2%	$155,159	$8.97
ESCALATION - SPRING 2016 START		9%	$712,178	$41.17
TOTAL CONSTRUCTION COST			**$8,625,272**	**$498.63**

TAB 3

TOPOGRAPHIC MAPPING OF THE
CORRECTIONAL FACILITY
WINDHAM, MAINE
FOR
SMRT

PREPARED BY: AERIAL SURVEY & PHOTO, INC.
HARRISBURG, MAINE

TAB 4

REPORT

December 15, 2014
13-0876.2 S

Preliminary Geotechnical Engineering Services

Proposed Maine Correctional Center
River Road and Mallison Falls Road
Windham, Maine

PREPARED FOR:
SMRT, Inc.
Attention: Andrew Johnston, P.E.
144 Fore Street
Portland, Maine 04104

PREPARED BY:
S. W. Cole Engineering, Inc.
286 Portland Road
Gray, Maine 04039
207-657-2866

S.W.COLE ENGINEERING, INC.

- *Geotechnical Engineering*
- *Construction Materials Testing*
- *GeoEnvironmental Services*
- *Ecological Services*

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13-0876.2 S

December 15, 2014

SMRT, Inc.
Attention: Andrew Johnston, P.E.
144 Fore Street
Portland, Maine 04104

Subject: Preliminary Geotechnical Engineering Services
Proposed Maine Correctional Center
River Road & Mallison Falls Road
Windham, Maine

Dear Andrew:

In accordance with our Agreement, dated July 3, 2014, we have reviewed historical site plans, aerial photos, topographic maps, past subsurface explorations and performed subsurface explorations for the subject project. This report summarizes our findings and preliminary geotechnical recommendations relative to foundations, earthwork and pavement associated with the proposed construction. The contents of this report are subject to the limitations set forth in Attachment A.

1.0 INTRODUCTION

1.1 Scope and Purpose

The purpose of our services was to review historical site information, including past subsurface explorations, and to obtain additional subsurface information at the site in order to provide geotechnical recommendations relative to foundations, earthwork, and pavement associated with the proposed construction. Our scope of services included: reviewing historical site plans, aerial photos, topographic maps and past subsurface explorations; performing subsurface explorations; completing soils laboratory testing; making a geotechnical assessment of the subsurface findings, and preparation of this report.

1.2 Proposed Construction

Based on the information provided, we understand a new Correctional Facility is being planned at the existing facility on River Road and Mallison Falls Road in Windham, Maine. We understand the proposed project includes construction of additions to the women's facility, reconstruction of the men's housing and support wings, and the construction of a pre-release housing facility along River Road. Proposed and existing site features are shown on the "Exploration Location Plan" attached as Sheet 1A.

Based on our discussions, we understand the men's housing wing will likely be two or three story, heavy, masonry construction with the support wings consisting of lighter, single-story or high-bay, steel and wood-framed construction. We understand the women's facility addition will likely be lightly loaded steel-framed construction and the pre-release facility will be single-story, wood-framed construction. We understand site grades are anticipated to be within 5 feet of existing grades. Design is conceptual at this time and, as such, detailed framing, structural loading and site grading are not available at this time.

2.0 EXPLORATION AND TESTING

2.1 Explorations

We have reviewed available past subsurface exploration information on the site and have coordinated and observed an exploration program consisting of test borings at the site. Details of the explorations are as follows:

2.1.1 Past Explorations

Our review has included the following:

- 1984 Explorations: Four test borings made in 1984 as part of a geotechnical evaluation of proposed treatment plant modifications by S. W. Cole Engineering, Inc. (S.W.COLE). These borings are herein referred to as B84-1 through B84-4.

- 1986 Explorations: Six test borings made in 1986 as part of a geotechnical evaluation of the MPU/Receiving building and Industries building by Morrison Geotechnical Engineering. These borings are herein referred to as MGE-B-1 and MGE-B-3 through MGE-B-7.

- 1988 Explorations: Five test borings made in 1988 as part of a geotechnical evaluation of the Dorm 5 and Dorm 6 buildings by S.W.COLE. These borings are herein referred to as B88-1 through B88-5.

- 1989 Explorations: One test boring made in 1989 as part of a geotechnical evaluation of a proposed elevator structure on the industries building by S.W.COLE. This boring is herein referred to as B89-1.

- 1998 Explorations: Eleven test borings and four test pits made in 1998 as part of a geotechnical evaluation for the Women's Facility by S.W.COLE. These borings are herein referred to as B98-1 through B98-11 and the test pits as TP-1 through TP-4.

- 2007 Explorations: Four test borings and one auger probe made in 2007 as part of a geotechnical evaluation for a proposed vehicle maintenance building by S.W.COLE. These borings are herein referred to as B07-1 through B07-4 and the auger probe as P07-1.

- 2013 Explorations: Eight test borings made in 2013 for a previously proposed concept to replace the correctional facility on land east of the existing building. These explorations include B-201 through B-206, including B-202A and B-206A.

The approximate locations of past explorations are shown on the "Exploration Location Plans", attached as Sheets 1A and 1B. Logs of the past explorations are attached in Appendix A.

2.1.2 Current Explorations

Thirteen test borings (B-301 through B-312, including B-304A) were made at the site on July 30 through August 4, 2014. The borings were made by Great Works Test Boring, Inc. of Rollinsford, New Hampshire working under subcontract to S.W.COLE. The borings were selected by S.W.COLE based upon SMRT's conceptual site plan with consideration to restricted site access and locations of past explorations. The test borings were established in the field by S.W.COLE based on measurements from existing site features and a Trimble GPS.

The approximate locations of the current explorations are shown on the “Exploration Location Plans”, attached as Sheets 1A and 1B. Logs of the current explorations and a Key to the Notes and Symbols used on the logs are attached in Appendix B.

2.2 Testing

We have reviewed available past soils testing and are performed additional laboratory testing on samples obtained in the current exploration program. Testing is as follows:

2.2.1 Past Testing

Based on the available logs, it appears that the past test borings were made using a combination of cased wash boring, auger, and rod probe drilling techniques. The soils were sampled using Standard Penetration Test (SPT) methods. Pocket Penetrometer Testing (PPT) was performed on samples of stiffer silty clays. Shelby tube sampling and in-situ Vane Shear Tests (VST) were performed in softer silty clays. SPT blow counts, PPT readings and VST results are generally shown on the past boring logs.

Past soils laboratory testing includes grain size analysis, soil moisture content, Atterberg Limits, and one-dimensional consolidation testing. Atterberg Limits and moisture content test results are generally noted on the past borings logs. Grain size analysis and one-dimensional consolidation test results are attached in Appendix A.

2.2.1 Current Testing

The current test borings were made using a combination of cased wash boring and solid stem auger drilling techniques. The soils were sampled using SPT methods. PPTs were performed on samples of stiffer silty clays. Shelby tube sampling and in-situ VST were performed in softer silty clays. SPT blow counts, PPT readings, and VST results are shown on the attached boring logs.

The soil samples obtained at the borings were returned to our laboratory for further classification and testing. Laboratory testing included soil moisture content, Atterberg Limits and one-dimensional consolidation testing. Moisture Content and Atterberg Limits test results are noted on the logs presented in Appendix B. One-Dimensional Consolidation Test results are presented in Appendix B

3.0 SITE AND SUBSURFACE CONDITIONS

3.1 Surficial Conditions

The site is located at the existing Maine Correctional Center campus on River Road and Mallison Falls Road in Windham, Maine. The sites for the proposed pre-release housing and Correctional Center campus reconstruction and additions are as follows:

Pre-Release Housing Site: We understand a pre-release housing facility is proposed in the open field area on the west side of River Road. The site is undeveloped and has been historically used as an agricultural field. The site is relatively flat and level with existing grades about 2 feet below River Road and varying from about elevation 92 to 94 feet.

Correctional Center Campus: The site for the proposed Correctional Center additions and reconstruction is located at the existing campus on Mallison Falls Road. The campus currently consists of several generations of single and multi-story buildings with associated infrastructure. We understand the existing campus dates back as early as the 1920's with buildings and additions being constructed up through 2005. Active agricultural fields are present in the southern limits of the campus. The campus is relatively flat within the developed area and generally slopes down to the east and west at the limits of existing development. The western periphery of the site is undeveloped and largely open with light vegetation eventually sloping to the Presumpscot River.

Uncontrolled fills are present at the site. We understand demolition debris has been buried alongside the existing west perimeter road at the Correctional Center campus. Relic debris and foundations were encountered during the construction of the existing women's facility in the southern portion of the campus. Given the age and episodes of development of the campus, it should be anticipated that relic foundations, debris, uncontrolled fills, and relic utilities and septic systems may be present across the site.

Areas of reported dumping, relic structures and a reported relic septic system are shown on the attached "Exploration Location Plan", attached as Sheet 1A. Aerial imagery of the site and exploration locations are shown on the "Exploration Location Plan", attached as Sheet 1B.

3.2 Subsurface Conditions

Based on the findings at the past and current explorations, the subsurface soils profile generally consist of surficial fills overlying glaciomarine sediments (layered sands, silts and clays) overlying glacial till and bedrock across the southern, central and eastern portions of the existing correctional facility, transitioning to surficial fills overlying outwash sands, glacial till and shallower bedrock in the northwest portion of the site. The thickness of glaciomarine sediments is also thinner beneath the proposed pre-release facility site; however, becomes thicker south of the pre-release site.

The glaciomarine deposit consists of a stiffer upper layer of sands, silts, and stiff brown silty clay extending to depths varying from about 7 to 20 feet, overlying a thicker layer of softer gray silty clay extending to depths varying from about 55 to 90 feet at the existing Corrections Campus. The softer gray silty clay pinches out in the northwest corner of the site as well as north of Mallison Falls Road.

Vane shear testing performed in the gray silty clay generally indicates undrained shear strength values on the order of 400 to 1,000 psf. One-dimensional consolidation testing performed on samples of the gray silty clay indicate the material is slightly overconsolidated, becoming normally consolidated with depth.

3.3 Groundwater Conditions

Based on the subsurface findings, it appears that groundwater may be on the order of 5 to 15 feet below ground surface at the main facility site. Saturated soils were encountered at or near the ground surface at the proposed pre-release facility site. Groundwater likely becomes perched on the relatively impervious silt and clay soils encountered at the explorations. Long term groundwater information is not available. Seasonal groundwater levels will fluctuate, especially in response to snowmelt and precipitation.

3.4 Seismic and Frost Considerations

The 25-year Air Freezing Index for the Windham, Maine area is about 1,250 Fahrenheit degree-days, which corresponds to a frost penetration depth on the order of 4.5 feet. Based on the subsurface findings, we interpret the soils beneath the proposed pre-release housing site on River Road to correspond to Seismic Site Class D and the soils beneath the main correctional center campus to correspond to Seismic Site Class E in accordance with 2009 IBC.

4.0 EVALUATION AND RECOMMENDATIONS

4.1 General Findings

Based on the available subsurface information and our understanding of the proposed concept, the proposed construction appears feasible from a geotechnical standpoint. We offer the following geotechnical considerations:

- The layer of softer gray silty gray clay present beneath the site will compress under new loading from buildings and site filling resulting in ground surface and building settlement. Site grading and finished floor elevations should ideally be within 3 feet of existing grade in order to reduce post-construction settlement.

- Lightly loaded, one and two-story buildings over the southern and central portion of the main facility appear feasible, provided existing grades are raised less than 3 feet; this includes an addition on the uphill side of the women's facility. Conversely, heavily loaded masonry construction and buildings in the northern portion of the site will likely require pile-supported foundations.

- Raising grades to 1 to 2 feet above road grade to support the pre-release facility on spread footings with on-grade floor slabs appears feasible.

- The softer silty clay is also considered low-strength based on field and laboratory testing. This may have an impact on stability of proposed site fills, cut and fill slopes and retaining walls. Stability analyses are recommended during development of site grading and drainage plans.

- Uncontrolled fills and debris fills are present along the western perimeter road. Relic foundations and debris were encountered during the construction of the existing women's facility. It should be anticipated that relic foundations, debris, uncontrolled fills, organics, and relic utilities and septic systems may be present at various locations across the site. These material are unsuitable for support of the proposed buildings and project planning should include overexcavation and replacement with compacted Granular Borrow.

- Imported Granular Borrow, Structural Fill, Crushed Stone, and Pavement Gravels

will be needed for construction. The on-site soils are moisture and frost susceptible; and as such, unsuitable for reuse in building areas, but may be reused to raise grades in yard and landscape areas. The on-site soils are moisture and frost susceptible; and therefore, best re-used during seasonally drier months of Summer and Fall.

- Subgrades across the site will consist of sensitive glaciomarine silts, sands, and clays. Excavation work must take the necessary steps to protect the sensitive subgrade soils including the use of temporary haul roads with geotextile fabrics.

4.2 Pre-Release Housing Site

Based on the subsurface findings and our understanding of the proposed pre-release housing concept, the proposed construction appears feasible from a geotechnical standpoint. We offer the following considerations:

Foundations: We recommend the proposed building be supported on spread footings founded on at least 6 inches of compacted Crushed Stone fully wrapped in non-woven geotextile fabric, such as Mirafi 180N, bearing on undisturbed native non-organic soils or compacted Granular Borrow overlying undisturbed native non-organic soils.

For foundations bearing on properly prepared subgrades, we recommend the following geotechnical parameters for design consideration at the pre-release housing site:

- Design Frost Depth = 4.5 feet
- Allowable Soil Bearing Pressure = 2.0 ksf or less
- Seismic Soil Site Class = D (IBC 2009)
- Base Friction Factor = 0.40 (Crushed Stone)
- Total Unit Weight of Backfill = 130 pcf (compacted Structural Fill)
- At-Rest Lateral Earth Pressure Coefficient = 0.5 (compacted Structural Fill)
- Internal Friction Angle of Backfill = 30° (compacted Structural Fill)

Earthwork Considerations: Subgrade soils at the site will consist of sensitive wet silts and clays. A relatively thick surficial layer of topsoil and organics should be anticipated due to the previous agricultural use of the site. The topsoil and organics must be completely removed before placing compacted fills.

Care must be taken to minimize disturbance to the bearing soils. Removal of organics and final excavation to subgrade elevation should be done with a smooth edged bucket. Construction traffic should not operate directly on exposed native soils. The contractor should anticipate the need for temporary haul roads. Dewatering of excavations using sump and pump methods should be adequate.

4.3 Main Facility Replacement and Support Wings

Based on the available subsurface information and our understanding of the proposed main facility replacement and support wings, the proposed construction appears feasible from a geotechnical standpoint. The subsurface conditions do, however, present some challenges which must be considered in planning. We offer the following considerations:

Women's Center Addition and Support Wing Foundations: As discussed, the proposed women's center addition and single story support wings in the central and southern portion of the site may be supported on conventional spread footing foundations provided finished floor elevations are within 3 feet of existing grades. The approximate locations of buildings anticipated to be supported on spread footings with on-grade slabs are shown on Sheet 1A. Post construction settlement should be evaluated as proposed building grades and loads are developed.

We recommend the proposed women's center addition and support wings be supported on spread footings founded on at least 6 inches of compacted Crushed Stone fully wrapped in non-woven geotextile fabric, such as Mirafi 180N, bearing on undisturbed native non-organic soils or compacted Granular Borrow overlying undisturbed native soils. For foundations bearing on properly prepared subgrades, we recommend the following geotechnical parameters for design consideration:

- Design Frost Depth = 4.5 feet
- Allowable Soil Bearing Pressure = 2.0 ksf or less
- Seismic Soil Site Class = E (IBC 2009)
- Base Friction Factor = 0.40 (Crushed Stone)
- Total Unit Weight of Backfill = 130 pcf (compacted Structural Fill)
- At-Rest Lateral Earth Pressure Coefficient = 0.5 (compacted Structural Fill)
- Internal Friction Angle of Backfill = 30° (compacted Structural Fill)

Main Facility Foundations: Due to the presence of the relatively deep compressible silty clay encountered at the site, we recommend that planning consider supporting new heavily loaded, multi-story buildings associated with the main facility replacement on a deep foundation system. Specifically, H-piles driven to end bearing on bedrock appear necessary for foundation support of buildings in the northern portion of the site. Shallow bedrock is present in the northwest corner of the existing facility which transitions to deeper soft clay to the east and south. Building footprints which straddle this transition from bedrock to clay bearing conditions may also require pile supported foundations. The approximate locations of buildings requiring pile-supported foundations are illustrated on Sheet 1A.

Earthwork Considerations: Subgrade soils at the site will consist of sensitive wet silts and clays. Uncontrolled fills are present across the western periphery of the existing correctional center facility and were encountered to depths up to about 10 feet at the explorations. Uncontrolled fills and relic structures were encountered during construction of the women's center facility and likely still exist outside the building footprint. Planning should consider removal of all uncontrolled fills, relic structures, and relic septic systems below proposed buildings. Select removal and densification of uncontrolled fills may be needed below new paved areas, as well.

Care must be taken to minimize disturbance to the bearing soils. Soils which become disturbed should be overexcavated and replaced with compacted Structural Fill. Final excavation to subgrade elevation should be done with a smooth edged bucket. Construction traffic should not operate directly on exposed subgrade soils. The contractor should anticipate the use of temporary haul roads. Dewatering of excavations using sump and pump methods should be adequate.

4.4 Pavement Considerations

We anticipate paved areas will support passenger and delivery truck traffic. For planning consideration, we recommend access drive pavements consist of 4 inches of Hot Mix Asphalt overlying 6 inches of base gravel overlying 20 inches of subbase gravel overlying a woven geotextile fabric over stable subgrade soils. Similarly, we recommend parking area pavements consist of 3 inches of Hot Mix Asphalt overlying 3 inches of base gravel overlying 18 inches of subbase gravel overlying a woven geotextile fabric over stable subgrade soils.

5.0 CLOSURE

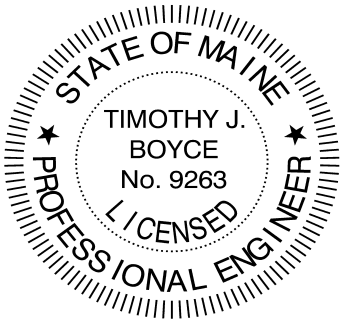
It has been a pleasure to be of assistance to you with this phase of your project. We look forward to working with you as the project progresses.

Sincerely,

S. W. Cole Engineering, Inc.

Evan M. Walker, P.E.
Geotechnical Engineer

Timothy J. Boyce, P.E.
Senior Geotechnical Engineer



EMW:tjb

Attachment A
Limitations

This report has been prepared for the exclusive use of SMRT, Inc. for specific application to the proposed Maine Correctional Facility on River Road and Mallison Falls Road in Windham, Maine. S. W. Cole Engineering, Inc. (S.W.COLE) has endeavored to conduct the work in accordance with generally accepted soil and foundation engineering practices. No warranty, expressed or implied, is made.

The soil profiles described in the report are intended to convey general trends in subsurface conditions. The boundaries between strata are approximate and are based upon interpretation of exploration data and samples.

The analyses performed during this investigation and recommendations presented in this report are based in part upon the data obtained from subsurface explorations made at the site. Variations in subsurface conditions may occur between explorations and may not become evident until construction. If variations in subsurface conditions become evident after submission of this report, it will be necessary to evaluate their nature and to review the recommendations of this report.

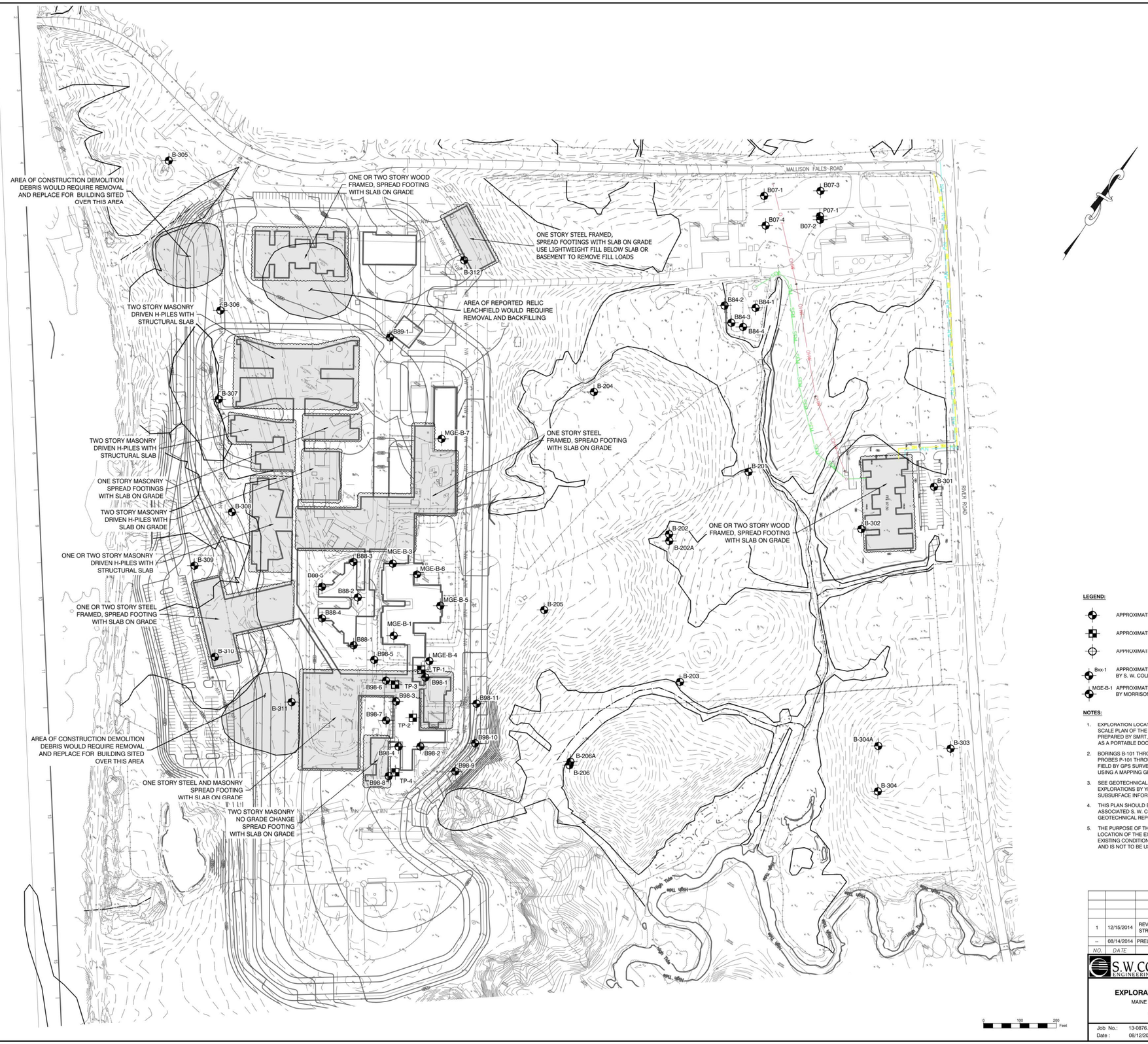
Observations have been made during exploration work to assess site groundwater levels. Fluctuations in water levels will occur due to variations in rainfall, temperature, and other factors.

S.W. COLE's scope of work has not included the investigation, detection, or prevention of any Biological Pollutants at the project site or in any existing or proposed structure at the site. The term "Biological Pollutants" includes, but is not limited to, molds, fungi, spores, bacteria, and viruses, and the byproducts of any such biological organisms.

Recommendations contained in this report are based substantially upon information provided by others regarding the proposed project. In the event that any changes are made in the design, nature, or location of the proposed project, S.W.COLE should review such changes as they relate to analyses associated with this report. Recommendations contained in this report shall not be considered valid unless the changes are reviewed by S.W.COLE.

APPENDIX A

PAST EXPLORATIONS AND LABORATORY TESTING



LEGEND:

- APPROXIMATE BORING LOCATION
- APPROXIMATE TEST PIT LOCATION
- APPROXIMATE PROBE LOCATION
- Bxx-1 APPROXIMATE LOCATION OF PAST EXPLORATIONS BY S. W. COLE ENGINEERING, INC. (xx = YEAR)
- MGE-B-1 APPROXIMATE LOCATION OF PAST EXPLORATIONS BY MORRISON GEOTECHNICAL ENGINEERING

NOTES:

1. EXPLORATION LOCATION PLAN WAS PREPARED FROM A SCALE PLAN OF THE SITE ENTITLED "SITE PLAN," PREPARED BY SMRT, DATED 10/28/2014 AND PROVIDED AS A PORTABLE DOCUMENT FORMAT (PDF).
2. BORINGS B-101 THROUGH B-109, B-201THROUGH B-206A, PROBES P-101 THROUGH P-103 WERE LOCATED IN THE FIELD BY GPS SURVEY BY S. W. COLE ENGINEERING, INC. USING A MAPPING GRADE TRIMBLE GPS RECEIVER.
3. SEE GEOTECHNICAL REPORT FOR METADATA ON PAST EXPLORATIONS BY YEAR AND ORIGINATOR OF SUBSURFACE INFORMATION.
4. THIS PLAN SHOULD BE USED IN CONJUNCTION WITH THE ASSOCIATED S. W. COLE ENGINEERING, INC. GEOTECHNICAL REPORT.
5. THE PURPOSE OF THIS PLAN IS ONLY TO DEPICT THE LOCATION OF THE EXPLORATIONS IN RELATION TO THE EXISTING CONDITIONS AND PROPOSED CONSTRUCTION AND IS NOT TO BE USED FOR CONSTRUCTION.

NO.	DATE	DESCRIPTION	BY
1	12/15/2014	REVISED BASE PLAN, ADD GENERAL STRUCTURE RECOMMENDATIONS	CEM
--	08/14/2014	PRELIMINARY REPORT SUBMITTAL	CEM

S.W.COLE ENGINEERING, INC.

SMRT

EXPLORATION LOCATION PLAN

MAINE CORRECTIONAL CENTER
RIVER ROAD
WINDHAM, MAINE

Job No.: 13-0876.2 Scale: 1" =100'
Date : 08/12/2013 Sheet: 1A

LEGEND

- APPROXIMATE BORING LOCATION
- APPROXIMATE TEST PIT LOCATION
- APPROXIMATE PROBE LOCATION
- Bxx-1 APPROXIMATE LOCATION OF PAST EXPLORATIONS BY S. W. COLE ENGINEERING, INC. (xx = YEAR)
- MGE-B-1 APPROXIMATE LOCATION OF PAST EXPLORATIONS BY MORRISON GEOTECHNICAL ENGINEERING

NOTES:

1. EXPLORATION LOCATION PLAN WAS PREPARED FROM IMAGERY FROM ESRI ARCGIS ONLINE AND DATA PARTNERS, INCLUDING ESRI, I-CUBED, USDA, USGS, AEX, GEOEYE, GEMAPPING, AEROGRID, IGN, IGP, AND THE GIS USER COMMUNITY.
2. BORINGS B-101 THROUGH B-109, B-201THROUGH B-206A, PROBES P-101 THROUGH P-103 WERE LOCATED IN THE FIELD BY GPS SURVEY BY S. W. COLE ENGINEERING, INC. USING A MAPPING GRADE TRIMBLE GPS RECEIVER.
3. SEE GEOTECHNICAL REPORT FOR METADATA ON PAST EXPLORATIONS BY YEAR AND ORIGINATOR OF SUBSURFACE INFORMATION.
4. THIS PLAN SHOULD BE USED IN CONJUNCTION WITH THE ASSOCIATED S. W. COLE ENGINEERING, INC. GEOTECHNICAL REPORT.
5. THE PURPOSE OF THIS PLAN IS ONLY TO DEPICT THE LOCATION OF THE EXPLORATIONS IN RELATION TO THE EXISTING CONDITIONS AND PROPOSED CONSTRUCTION AND IS NOT TO BE USED FOR CONSTRUCTION.

100 0 100 200
Scale in Feet

S.W.COLE ENGINEERING, INC

SMRT

PRELIMINARY EXPLORATION LOCATION PLAN

MAINE CORRECTIONAL CENTER
RIVER ROAD
WINDHAM, MAINE

Job No.	13-0876.2	Scale	1"=100'
Date:	08/15/2014	Sheet	1B

K:\2013\13-0876_CivilGIS\MXD\13-0876-7 Aerial EP 20140812.mxd 8/14/2014 9:56:17 PM_US

NORTHEAST DIAMOND DRILLING CO., INC.

P. O. BOX 617 UNION, MAINE 04862

SHEET 1 OF 1

DATE 3-10-86

HOLE NO. B-1 MGE-B-1

LINE & STA. as

OFFSET per

SURF. ELEV. Inspector

TO Morrison Geotechnical Engineering | ADDRESS Waterville, Maine

PROJECT NAME Correctional Center | LOCATION South Windham, Maine

REPORT SENT TO | PROJ. NO.

SAMPLES SENT TO Taken @ Site | OUR JOB NO. M-86-59

GROUND WATER OBSERVATIONS

At 8.8' End of Hole after ____ Hours

At ____ after ____ Hours

	CASING	SAMPLER	CORE BAR.
Type	HW	SS	
Size I.D.	4	1-3/8	
Hammer Wt.	300	140	BIT
Hammer Fall	24	30	

	Date	Time
START	3-10-86	a.m. p.m.
COMPLETE	3-10-86	a.m. p.m.

TOTAL HRS.

BORING FOREMAN R Gilfillan

INSPECTOR D Allwine

SOILS ENGR.

LOCATION OF BORING:

DEPTH	Casing Blows per foot	Sample Depths From - To	Type of Sample	Blows per 6" on Sampler From 0-6	To 6-12	To 12-18	Moisture Density or Consist.	Strata Change Elev.	SOIL IDENTIFICATION Remarks include color, gradation, Type of soil etc. Rock-color, type, condition, hardness, Drilling time, seams and etc.	SAMPLE No.	Pen	Rec.
	23	0.0-2.0	d	25	15	14	moist		Brown Silt & Fine Sand	1	2.0	2.0
	32			16			very					
	49						stiff					
	59											
5	47											
	9	5.0-7.0	d	3	7	8	moist		Brown Silt W/ trace of Fine Sand	2	2.0	2.0
	21			10			stiff					
	27											
	26											
10	34											
		10.0-12.0	d	woh	woh	woh	moist		Brown Clay W/ Slit Layers	3	2.0	2.0
				2			soft					
15												
		15.0-17.0	d	1	woh	1				4	2.0	2.0
				1				16.1				
							soft		Brown & Gray Clay			
							moist					
20												
		20.0-22.0	d	woh	woh	woh			Gray Clay W/ Silt & Fine Sand	5	2.0	2.0
				woh				22.0	Layers			
									Bottom of Hole @ 22.0'			
25												

GROUND SURFACE TO 20 USED 4 "CASING: THEN Open Hole

Sample Type
D=Dry C=Cored W=Washed
UP=Undisturbed Piston
TP=Test Pit A=Auger V=Vane Test
UT=Undisturbed Thinwall

Proportions Used
trace 0 to 10%
little 10 to 20%
some 20 to 35%
and 35 to 50%

140 lb Wt. x 30" fall on 2" O.D. Sampler

Cohesionless Density		Cohesive Consistency		
0-10	Loose	0-4	Soft	30 + Hard
10-30	Med. Dense	4-8	M/Stiff	
30-50	Dense	8-15	Stiff	
50 +	Very Dense	15-30	V-Stiff	

SUMMARY:
Earth Boring 22.0
Rock Coring 0
Samples 5

HOLE NO. 97 B-1

NORTHEAST DIAMOND DRILLING CO., INC.

P. O. BOX 617 UNION, MAINE 04862

SHEET 1 OF 1
DATE 3-11-86
HOLE NO. B-3 MGE-B-3
LINE & STA. as
OFFSET per
SURF. ELEV. Inspector

TO Morrison Geotechnical Engineering
PROJECT NAME Correctional Center
REPORT SENT TO
SAMPLES SENT TO Taken @ Site

ADDRESS Waterville, Maine
LOCATION South Windham, Maine
PROJ. NO.
OUR JOB NO. M-86-59

GROUND WATER OBSERVATIONS
At 6.1' End of Hole after ____ Hours
At ____ after ____ Hours

	CASING	SAMPLER	CORE BAR.
Type	HW	SS	
Size I.D.	4	1-3/8	
Hammer Wt.	300	140	BIT
Hammer Fall	24	30	

	Date	Time
START	3-11-86	a.m. p.m.
COMPLETE	3-11-86	a.m. p.m.

TOTAL HRS.
BORING FOREMAN R Gilfillan
INSPECTOR D Allwine
SOILS ENGR.

LOCATION OF BORING:

DEPTH	Casing Blows per foot	Sample Depths From - To	Type of Sample	Blows per 6" on Sampler From 0-6	To 6-12	To 12-18	Moisture Density or Consist.	Strata Change Elev.	SOIL IDENTIFICATION Remarks include color, gradation, Type of soil etc. Rock-color, type, condition, hardness, Drilling time, seams and etc.	SAMPLE No	Pen	Rec.
0	9	0.0-2.0	d	7	5	5	moist medium stiff		Brown Silt & Fine Sand	1	2.0	1.6
	14			6								
	12											
	37											
5	55											
	31	5.0-7.0	d	9	18	16				2	2.0	2.0
	60			18								
	62											
	71											
10	65											
		10.0-12.0	d	1	2	3	moist medium stiff		Brown Silt W/Clay & fine Sand Layers	3	2.0	2.0
				4				13.5				
15							moist soft		Gray Clay Silt W/ fine Sand Layers			
		15.0-17.0	d	1	woh	woh				4	2.0	2.0
				1								
20												
		20.0-22.0	d	wor	wor	wor				5	2.0	2.0
				wor				22.0'				
									Bottom of Hole 22.0'			
25												

GROUND SURFACE TO 10.0 USED 4 "CASING: THEN Open Hole

Sample Type
D=Dry C=Cored W=Washed
UP=Undisturbed Piston
TP=Test Pit A=Auger V=Vane Test
UT=Undisturbed Thinwall

Proportions Used
trace 0 to 10%
little 10 to 20%
some 20 to 35%
and 35 to 50%

140 lb Wt. x 30" fall on 2" O.D. Sampler
Cohesionless Density: 0-10 Loose; 10-30 Med. Dense; 30-50 Dense; 50+ Very Dense
Cohesive Consistency: 0-4 Soft; 4-8 M/Stiff; 8-15 Stiff; 15-30 V-Stiff; 30+ Hard

SUMMARY:
Earth Boring 22.0
Rock Coring 0
Samples 5

HOLE NO. B-3

NORTHEAST DIAMOND DRILLING CO., INC.

P. O. BOX 617 UNION, MAINE 04862

DATE 3-7-86

HOLE NO. B-4 MGE-B-4

TO Morrison Geotechnical Engineering | ADDRESS Waterville, Maine

PROJECT NAME Correctional Center | LOCATION South Windham, Maine

REPORT SENT TO | PROJ. NO.

SAMPLES SENT TO Taken @ Site | OUR JOB NO. M-86-59

LINE & STA. as

OFFSET per

SURF. ELEV. Inspector

GROUND WATER OBSERVATIONS

At 4.3' 7 AM 3-10-86 after ____ Hours

At ____ after ____ Hours

	CASING	SAMPLER	CORE BAR.
Type	HW	SS	
Size I.D.	4	1-3/8	
Hammer Wt.	300	140	BIT
Hammer Fall	24	30	

	Date	Time
START	3-7-86	a.m. p.m.
COMPLETE	3-10-86	a.m. p.m.

TOTAL HRS.

BORING FOREMAN R Gilfillan

INSPECTOR D Allwine

SOILS ENGR.

LOCATION OF BORING:

DEPTH	Casing Blows per foot	Sample Depths From - To	Type of Sample	Blows per 6" on Sampler From 0-6	To 6-12	To 12-18	Moisture Density or Consist.	Strata Change Elev.	SOIL IDENTIFICATION Remarks include color, gradation, Type of soil etc. Rock-color, type, condition, hardness, Drilling time, seams and etc.	SAMPLE No	Pen	Rec
	12	0.0-2.0	d	10	7	7	moist		Brown Silt & Sand	1	2.0	2.0
	21			15			very					
	37						stiff					
	65											
5	76											
	14	5.0-7.0	d	4	9	17	moist		Brown Silt & Sand trace of Clay	2	2.0	1.7
	27						very					
	31						stiff					
	25											
10	22											
	23	10.0-12.0	d	1	2	1	moist		Brown & Gray Clay W/ Sand Layers	3	2.0	2.0
	26			1			soft					
	27											
	25											
15	26											
		15.0-17.0	d	wor	wor	wor	moist		Gray Clay	4	2.0	2.0
				wor			soft					
20												
		20.0-22.0	d	wor	wor	wor				5	2.0	2.0
				wor								
25												
		25.0-27.0	d	wor	wor	wor				6	2.0	2.0
				wor								
30												
		30.0-32.0	d	wor	wor	wor	soft		Dark Gray Clay	7	2.0	2.0
				wor			moist					
35												
		35.0-37.0	d	wor	wor	wor				8	2.0	1.0
				wor								

GROUND SURFACE TO 15 USED 4 "CASING: THEN Open Hole

Sample Type
D: Dry C: Cored W: Washed
UP: Undisturbed Piston
TP: Test Pit A: Auger V: Vane Test
UT: Undisturbed Thinwall

Proportions Used
trace 0 to 10%
little 10 to 20%
some 20 to 35%
and 35 to 50%

140 lb Wt. x 30" fall on 2" O.D. Sampler

Cohesionless Density
0-10 Loose
10-30 Med. Dense
30-50 Dense
50+ Very Dense

Cohesive Consistency
0-4 Soft
4-8 M/Stiff
8-15 Stiff
15-30 V-Stiff
30+ Hard

SUMMARY:
Earth Boring 55.5
Rock Coring 0
Samples 11

HOLE NO. B-4 99

NORTHEAST DIAMOND DRILLING CO., INC.

P. O. BOX 617 UNION, MAINE 04862

SHEET 2 OF 2

DATE 3-10-86

HOLE NO. B-4 MGE-B-4

LINE & STA. as

OFFSET per

SURF. ELEV. Inspector

TO Morrison Geotechnical Engineering | ADDRESS Waterville, Maine

PROJECT NAME Correctional Center | LOCATION South Windham, Maine

REPORT SENT TO | PROJ. NO.

SAMPLES SENT TO Taken @ Site | OUR JOB NO. M-86-59

GROUND WATER OBSERVATIONS

At 13.6' End of Hole after ____ Hours

At ____ after ____ Hours

	CASING	SAMPLER	CORE BAR.
Type	HW	SS	
Size I.D.	4	1-3/8	
Hammer Wt.	300	140	BIT
Hammer Fall	24	30	

	Date	Time
START	3-7-86	a.m. p.m.
COMPLETE	3-10-86	a.m. p.m.
TOTAL HRS.		
BORING FOREMAN	R Gilfillan	
INSPECTOR	D Allwine	
SOILS ENGR.		

LOCATION OF BORING:

DEPTH	Casing Blows per foot	Sample Depths From - To	Type of Sample	Blows per 6" on Sampler From 0-6	To 6-12	To 12-18	Moisture Density or Consist.	Strata Change Elev.	SOIL IDENTIFICATION Remarks include color, gradation, Type of soil etc. Rock-color, type, condition, hardness, Drilling time, seams and etc.	SAMPLE No	Pen	Rec
		40.0-42.0	d	wor wor	wor	wor				9	2.0	1.3
45		45.0-47.0	d	wor wor	wor	wor				10	2.0	1.9
50		50.0-52.0	d	wor wor	wor	wor				11	2.0	2.0
55		55.0-55.5	d	50				55.5'	Refusal @ 55.5'			
60												
65												

GROUND SURFACE TO 15' USED 4 "CASING: THEN Open Hole

Sample Type
D=Dry C=Cored W=Washed
UP=Undisturbed Piston
TP=Test Pit A=Auger V=Vane Test
100 UD=Undisturbed Thinwall

Proportions Used
trace 0 to 10%
little 10 to 20%
some 20 to 35%
and 35 to 50%

140 lb Wt. x 30" fall on 2" O.D. Sampler

Cohesionless Density
0-0 Loose
10-30 Med. Dense
30-50 Dense
50+ Very Dense

Cohesive Consistency
0-4 Soft
4-8 M/Stiff
8-15 Stiff
15-30 V-Stiff
30+ Hard

SUMMARY:
Earth Boring 55.5'
Rock Coring 0
Samples 11

HOLE NO. B-4

NORTHEAST DIAMOND DRILLING CO., INC.

P. O. BOX 617 UNION, MAINE 04862

SHEET 1 OF 1
DATE 3-11-86
HOLE NO. B-5 MGE-B-5
LINE & STA. as
OFFSET per
SURF. ELEV. Inspector

TO Morrison Geotechnical Engineering
PROJECT NAME Correctional Center
REPORT SENT TO
SAMPLES SENT TO Taken @ Site

ADDRESS Waterville, Maine
LOCATION South Windham, Maine
PROJ. NO.
OUR JOB NO. M-86-59

GROUND WATER OBSERVATIONS
End of Hole
At 5.0' after ____ Hours
At ____ after ____ Hours

	CASING	SAMPLER	CORE BAR.
Type	HW	SS	
Size I.D.	4	1-3/8	
Hammer Wt.	300	140	BIT
Hammer Fall	24	30	

	Date	Time
START	3-4-86	a.m. p.m.
COMPLETE	3-11-86	a.m. p.m.
TOTAL HRS.		
BORING FOREMAN	R Gilfillan	
INSPECTOR	D Allwine	
SOILS ENGR.		

LOCATION OF BORING:

DEPTH	Casing Blows per foot	Sample Depths From - To	Type of Sample	Blows per 6" on Sampler From 0-6	To 6-12	To 12-18	Moisture Density or Consist.	Strata Change Elev.	SOIL IDENTIFICATION Remarks include color, gradation, Type of soil etc. Rock-color, type, condition, hardness, Drilling time, seams and etc.	SAMPLE No.	Pen	Rec.
	18	0.0-2.0	d	25	22	15	moist frozen		Brown Silt & Sand	1	2.0	2.0
	21			18								
	57											
	69											
5	35											
	15	5.0-7.0	d	4	5	6	moist stiff		Brown Silt	2	2.0	2.0
	21			8								
	22											
	21											
10	19											
		10.0-12.0	d	1	2	1	moist soft		Brown Silty Clay	3	2.0	2.0
				3								
15												
		15.0-17.0	d	1	woh	1	soft wet		Gray Clay	4	2.0	2.0
				2								
20												
		20.0-22.0	d	woh	woh	woh				5	2.0	2.0
				woh				22.0				
									Bottom of Hole @ 22.0'			
25												

GROUND SURFACE TO 10.0 USED 4 "CASING: THEN Open Hole

Sample Type
D=Dry C=Cored W=Washed
UP=Undisturbed Piston
TP=Test Pit A=Auger V=Vane Test
UT=Undisturbed Thinwall

Proportions Used
trace 0 to 10%
little 10 to 20%
some 20 to 35%
and 35 to 50%

140 lb Wt. x 30" fall on 2" O.D. Sampler

Cohesionless Density		Cohesive Consistency	
0-10	Loose	0-4	Soft
10-30	Med. Dense	4-8	M/Stiff
30-50	Dense	8-15	Stiff
50+	Very Dense	15-30	V-Stiff
		30+	Hard

SUMMARY:
Earth Boring 22.0
Rock Coring 0
Samples 5

HOLE NO. B-5

NORTHEAST DIAMOND DRILLING CO., INC.

P. O. BOX 617 UNION, MAINE 04862

SHEET 1 OF 2
DATE 3-5-86
HOLE NO. B-6 MGE-B-6
LINE & STA. as
OFFSET per
SURF. ELEV. Inspector

TO Morrison Geotechnical Engineering
PROJECT NAME Correctional Center
REPORT SENT TO
SAMPLES SENT TO Taken @ Site

ADDRESS Waterville, Maine
LOCATION South Windham, Maine
PROJ. NO.
OUR JOB NO. M-86-59

GROUND WATER OBSERVATIONS
At 7.8' 7AM 3-6-86 after ____ Hours
At ____ after ____ Hours

	CASING	SAMPLER	CORE BAR.
Type	HW	SS	
Size I.D.	4	1-3/8	
Hammer Wt.	300	140	BIT
Hammer Fall	24	30	

	Date	Time
START	3-5-86	a.m. p.m.
COMPLETE	3-6-86	a.m. p.m.

TOTAL HRS.
BORING FOREMAN R Gilfillan
INSPECTOR D Allwine
SOILS ENGR.

LOCATION OF BORING:

DEPTH	Casing Blows per foot	Sample Depths From - To	Type of Sample	Blows per 6" on Sampler From 0-6	To 6-12	To 12-18	Moisture Density or Consist.	Strata Change Elev.	SOIL IDENTIFICATION Remarks include color, gradation, Type of soil etc. Rock-color, type, condition, hardness, Drilling time, seams and etc.	SAMPLE No.	Pen	Rec.
	15	0.0-2.0	d	13	7	7	moist medium dense		Brown fine Sandy Silt	1	2.0	2.0
	23			8								
	42											
	42											
5	40											
	26	5.0-7.0	d	4	15	13		6.5		2	2.0	2.0
	38						moist		Brown fine Sand, Silty trace of			
	31						soft	8.0	Clay			
	30						soft		Brown & Gray Clay W/ fine Sand			
10	29						moist		Layers			
	25	10.0-12.0	d	2	2	1				3	2.0	2.0
	26			3								
	20											
	19							14.0				
15	19											
	23	15.0-17.0	d	wor	wor	woh	damp soft		Gray Clay	4	2.0	2.0
	21			woh								
	21											
	22											
20	22											
	30	20.0-22.0	ut						ut-	1	2.0	2.0
	27											
	29	22.2-23.0	v	30#	15#							
	25	23.0-25.0	d	wor	wor	wor				5	2.0	2.0
25	24											
	32											
	29											
	26											
	22											
30	18											
	45	30.0-32.0	ut-2						ut-	2	2.0	2.0
	36											
	29	32.2-33.0	v	20#	10#							
	22	33.0-35.0	d	wor	wor	wor				6	2.0	2.0
35	18											
	28											
	25											
	21											
	20											
40	16											

GROUND SURFACE TO 70 USED 4 "CASING: THEN Refusal

Sample Type
D=Dry C=Cored W=Washed
UP=Undisturbed Piston
TP=Test Pit A=Auger V=Vane Test
UT=Undisturbed Thinwall

Proportions Used
trace 0 to 10%
little 10 to 20%
some 20 to 35%
and 35 to 50%

140 lb Wt. x 30" fall on 2" O.D. Sampler

Cohesionless Density		Cohesive Consistency	
0-10	Loose	0-4	Soft
10-30	Med. Dense	4-8	M/Stiff
30-50	Dense	8-15	Stiff
50+	Very Dense	15-30	V-Stiff
		30 +	Hard

SUMMARY:
Earth Boring 70.0
Rock Coring 0
Samples 13

HOLE NO. B-6

NORTHEAST DIAMOND DRILLING CO., INC.

P. O. BOX 617 UNION, MAINE 04862

SHEET 2 OF 2
DATE 3-6-86
HOLE NO. B-6
LINE & STA. as MGE-B-6
OFFSET per
SURF. ELEV. Inspector

TO Morrison Geotechnical Engineering | ADDRESS Waterville, Maine
PROJECT NAME Correctional Center | LOCATION South Windham, Maine
REPORT SENT TO | PROJ. NO.
SAMPLES SENT TO Taken @ Site | OUR JOB NO. M-86-59

GROUND WATER OBSERVATIONS
At ____ after ____ Hours
At ____ after ____ Hours

	CASING	SAMPLER	CORE BAR.
Type	HW	SS	
Size I.D.	4	1-3/8	
Hammer Wt.	300	140	BIT
Hammer Fall	24	30	

	Date	Time
START	3-5-86	a.m. p.m.
COMPLETE	3-6-86	a.m. p.m.
TOTAL HRS.		
BORING FOREMAN	R Gilfillan	
INSPECTOR	D Allwine	
SOILS ENGR.		

LOCATION OF BORING:

DEPTH	Casing Blows per foot	Sample Depths From - To	Type of Sample	Blows per 6" on Sampler From 0-6	To 6-12	To 12-18	Moisture Density or Consist.	Strata Change Elev.	SOIL IDENTIFICATION Remarks include color, gradation, Type of soil etc. Rock-color, type, condition, hardness, Drilling time, seams and etc.	SAMPLE No	Pen	Rec
	35	40.0-42.0	d	wor	wor	wor				7	2.0	2.0
	34			wor								
	33											
	32											
45	30											
	34											
	31											
	27											
	24											
50	23											
	30	50.0-52.0	ut					51.0	ut-	3	2.0	2.0
	28						wet soft		Dark Gray Clay			
	21	52.2-53.0	v	37#	25#	2#						
	19	53.0-55.0	d	wor	wor	wor				8	2.0	2.0
55	19			wor								
	27											
	22											
	19											
	17											
60	15											
	38	60.0-62.0	ut						ut-	4	2.0	2.0
	32											
	31	62.2-63.0	v	68#	48#	7#				9	2.0	2.0
	30	63.0-65.0	d	wor	wor	wor				9	2.0	2.0
65	25											
	30											
	24											
	21											
	20							68.7				
70	125						moist hard	70.0	Glacial Till			
									Bottom of Hole @ 70.0'			
75												

GROUND SURFACE TO 70 USED 4 "CASING: THEN Refusal

Sample Type
D=Dry C=Cored W=Washed
UP=Undisturbed Piston
TP=Test Pit A=Auger V=Vane Test
UT=Undisturbed Thinwall

Proportions Used
trace 0 to 10%
little 10 to 20%
some 20 to 35%
and 35 to 50%

140 lb Wt. x 30" fall on 2" O.D. Sampler
Cohesionless Density: 0-10 Loose; 10-30 Med. Dense; 30-50 Dense; 50+ Very Dense
Cohesive Consistency: 0-4 Soft; 4-8 M/Stiff; 8-15 Stiff; 15-30 V-Stiff; 30+ Hard

SUMMARY:
Earth Boring 70.0
Rock Coring 0
Samples 13

HOLE NO. B-6 103

NORTHEAST DIAMOND DRILLING CO., INC.

P. O. BOX 617 UNION, MAINE 04862

SHEET 1 OF 3
DATE 2-24-86
HOLE NO. B-7 MGE-B-7
LINE & STA. as
OFFSET per
SURF. ELEV. Inspector

TO Morrison Geotechnical Engineering
PROJECT NAME Correctional Center
REPORT SENT TO
SAMPLES SENT TO Taken @ Site

ADDRESS Waterville, Maine
LOCATION South Windham, Maine
PROJ. NO.
OUR JOB NO. M-86-59

GROUND WATER OBSERVATIONS
At 7 @ 8:30 2-25-86 after ____ Hours
At ____ after ____ Hours

	CASING	SAMPLER	CORE BAR.
Type		SS	
Size I.D.	3-4/4	1-3/8	
Hammer Wt.	300	140	BIT
Hammer Fall	24	30	

	Date	Time
START	2-24-86	a.m. p.m.
COMPLETE	2-25-86	a.m. p.m.

TOTAL HRS.
BORING FOREMAN B Hilt
INSPECTOR P Niehoff
SOILS ENGR.

LOCATION OF BORING:

DEPTH	Casing Blows per foot	Sample Depths From - To	Type of Sample	Blows per 6" on Sampler From 0-6	To 6-12	To 12-18	Moisture Density or Consist.	Strata Change Elev.	SOIL IDENTIFICATION Remarks include color, gradation, Type of soil etc. Rock-color, type, condition, hardness, Drilling time, seams and etc.	SAMPLE No.	Pen	Rec
									Hot Top Fill			
5		5.0-6.5	d	2	5	14			Brown fine to medium Sand trace Silt	1	1.5	1.5
10		10.0-11.5	d	1	1	3		10.5		2	1.5	1.5
									Gray Silty Clay fine Sand Layers			
15		15.0-16.5	d	wor	wor	woh			Gray Clay , Silt Little fine Sand	3	1.5	1.5
20		20.0-21.5	d	woh	woh	woh				4	1.5	1.5
25		25.0-26.0	d	wor	wor	wor			Gray Silty Clay	5	1.5	1.5
30		30.0-31.5	d	woh	woh	woh				6	1.5	1.5
35		35.0-36.5	d	wor	wor	wor			Gray Marine Clay	7	1.5	1.5

GROUND SURFACE TO ____ USED ____ "CASING: THEN ____

Sample Type
D=Dry C=Cored W=Washed
UP=Undisturbed Piston
TP=Test Pit A=Auger V=Vane Test
UT=Undisturbed Thinwall

Proportions Used
trace 0 to 10%
little 10 to 20%
some 20 to 35%
and 35 to 50%

140 lb Wt. x 30" fall on 2" O.D. Sampler

Cohesionless Density		Cohesive Consistency		
0-10	Loose	0-4	Soft	30 + Hard
10-30	Med. Dense	4-8	M/Stiff	
30-50	Dense	8-15	Stiff	
50 +	Very Dense	15-30	V-Stiff	

SUMMARY:
Earth Boring ____
Rock Coring ____
Samples ____

HOLE NO. B-7

NORTHEAST DIAMOND DRILLING CO., INC.

P. O. BOX 617 UNION, MAINE 04862

SHEET 2 OF 3
DATE 2-25-86
HOLE NO. B-7 MGE-B-7
LINE & STA. as
OFFSET per
SURF. ELEV. Inspector

TO Morrison Geotechnical Engineering
PROJECT NAME Correctional Center
REPORT SENT TO
SAMPLES SENT TO Taken @ Site

ADDRESS Waterville, Maine
LOCATION South Windham, Maine
PROJ. NO.
OUR JOB NO. M-86-59

GROUND WATER OBSERVATIONS
At _____ after _____ Hours
At _____ after _____ Hours

	CASING	SAMPLER	CORE BAR.
Type	Auger	SS	
Size I.D.	3-3/4	1-3/8	
Hammer Wt.		140	BIT
Hammer Fall		36	

	Date	Time
START	2-24-86	a.m. p.m.
COMPLETE	2-24-86	a.m. p.m.
TOTAL HRS.		
BORING FOREMAN	B-Hilt	
INSPECTOR	P Nelhoff	
SOILS ENGR.		

LOCATION OF BORING:

DEPTH	Casing Blows per foot	Sample Depths From - To	Type of Sample	Blows per 6" on Sampler From 0-6	To 6-12	To 12-18	Moisture Density or Consist.	Strata Change Elev.	SOIL IDENTIFICATION Remarks include color, gradation, Type of soil etc. Rock-color, type, condition, hardness, Drilling time, seams and etc.	SAMPLE No	Pen	Rec.
		40.0-41.5	d	wor	wor	wor			Gray Marine Clay	8	1.5	1.5
45		45.0-46.5	d	wor	wor	wor				9	1.5	1.5
50		50.0-51.5	d	wor	wor	wor				10	1.5	1.5
55		55.0-56.5	d	wor	wor	wor				11	1.5	1.5
60		60.0-61.5	d						No Samples Taken			
65		65.0-66.5	d						No Samples Taken			
70		70.0-71.5	d						No Samples Taken			
75		75.0-76.5							No Samples Taken			

GROUND SURFACE TO _____ USED _____ "CASING: THEN _____

Sample Type
D=Dry C=Cored W=Washed
UP=Undisturbed Piston
TP=Test Pit A=Auger V=Vane Test
UT=Undisturbed Thinwall

Proportions Used
trace 0 to 10%
little 10 to 20%
some 20 to 35%
and 35 to 50%

140 lb Wt. x 30" fall on 2" O.D. Sampler
Cohesionless Density: 0-10 Loose; 10-30 Med. Dense; 30-50 Dense
Cohesive Consistency: 0-4 Soft; 4-8 M/Stiff; 8-15 Stiff; 30 + Hard

SUMMARY:
Earth Boring
Rock Coring
Samples

HOLE NO.

NORTHEAST DIAMOND DRILLING CO., INC.

P. O. BOX 617 UNION, MAINE 04862

SHEET 3 OF 3
DATE 2-25-86
HOLE NO. B-7 MGE-B-7
LINE & STA. as
OFFSET per
SURF. ELEV. Inspecotr

TO Morrison Geotechnical Engineering
PROJECT NAME Correctional Center
REPORT SENT TO
SAMPLES SENT TO Taken @ Site

ADDRESS Waterville, Maine
LOCATION South Windham, Maine
PROJ. NO.
OUR JOB NO. M-86-59

GROUND WATER OBSERVATIONS
At ____ after ____ Hours
At ____ after ____ Hours

	CASING	SAMPLER	CORE BAR.
Type	Auger	SS	
Size I.D.	3-3/4	1-3/8	
Hammer Wt.		140	BIT
Hammer Fall		36	

	Date	Time
START	2-24-86	a.m. p.m.
COMPLETE	2-25-86	a.m. p.m.
TOTAL HRS.		
BORING FOREMAN	B-Hilt	
INSPECTOR	P Nelhoff	
SOILS ENGR.		

LOCATION OF BORING:

DEPTH	Casing Blows per foot	Sample Depths From – To	Type of Sample	Blows per 6" on Sampler From 0-6	To 6-12	To 12-18	Moisture Density or Consist.	Strata Change Elev.	SOIL IDENTIFICATION Remarks include color, gradation, Type of soil etc. Rock-color, type, condition, hardness, Drilling time, seams and etc.	SAMPLE No	Pen	Rec.
80		80.0-81.5							No Sample Talen			
85		85.0-86.5							No Sample Taken			
								89'9"				
90									89'10" Refusal			

GROUND SURFACE TO ____ USED ____ "CASING: THEN ____

Sample Type
D=Dry C=Cored W=Washed
UP=Undisturbed Piston
TP=Test Pit A=Auger V=Vane Test
UT=Undisturbed Thinwall

Proportions Used
trace 0 to 10%
little 10 to 20%
some 20 to 35%
and 35 to 50%

140lb Wt. x 30" fall on 2" O.D. Sampler

Cohesionless Density		Cohesive Consistency	
0-10	Loose	0-4	Soft
10-30	Med. Dense	4-8	M/Stiff
30-50	Dense	8-15	Stiff
50 +	Very Dense	15-30	V. Stiff
		30 +	Hard

SUMMARY:
Earth Boring ____
Rock Coring ____
Samples ____

HOLE NO.

B07-1

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-1**
SHEET: 1 OF 1
PROJECT NO.: 07 0150
DATE START: 4/30/2007
DATE FINISH: 4 30 047
ELEVATION: 101±
SWC REP.: PFK

PROJECT / CLIENT: PROPOSED VECHICAL MAINTENANCE BUILDING / BUREAU OF GENERAL SERVICES
LOCATION: MAINE CORRECTIONAL FACILITY, WINDHAM, MAINE
DRILLING CO. : GREAT WORKS TEST BORNINGS
DRILLER: DAVE DIONNE

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	300 lbs	18"
SAMPLER:	SS	1 3/8"	140 lbs	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS SATURATED

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									1.0'	TOPSOIL WITH ORGANICS
	1D	24"	12"	2.0'	2	7	4	4		BROWN FINE TO MEDIUM SAND, SOME SILT (FILL) ~ LOOSE ~
									4.0'	
	2D	24"	16"	7.0'	7	11	13	13		~ HARD BEOMMING… w=20.1% $q_P=9^+$ ksf
										BROWN SILTY CALY
	3D	24"	18"	12.0'	3	5	6	7		w=33.9% q_P=3.5 to 5 ksf
									16.0'	MEDIUM ~ q_P=1.0 ksf
	4D	24"	24"	17.0'	1	2	1	2		~ MEDIUM ~ GRAY SILTY CLAY W/ SAND LAYERS
	1S	24"	18"	22.0'						qu=2.3ksf w=43.6%
	5D	24"	12"	22.8'	3	3	3	3		
									24.0'	
									26.0'	GRAY CLAYEY SILTY FINE TO MEDIUM SAND
	6D	24"	12"	27.0'	8	16	9	5		~ MEDIUM DENSE ~ GRAY SILTY SAND WITH GRAVEL (TILL)
									29.2'	
										BOTTOM OF EXPLORATION AT 29.2' ROLLER CONE REFUSAL (PROBABLE BEDROCK)

NOTE: 1) ATTEMPTED VANE AT 22.0' ONLY 3" PENETRATION (PROBABLE SAND LAYER)
2) ATTEMPTED VANE AT 25.0' ONLY 2" PENETRATION (PROBABLE SAND OR TILL)

SAMPLES:
D = SPLIT SPOON
C = 2" SHELBY TUBE
S = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER VISUALLY
[X] SOIL TECH. VISUALLY
[X] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

2

BORING NO.: **B-1**

B07-2

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-2**
SHEET: 1 OF 1
PROJECT NO.: 07 0150
DATE START: 4/30/2007
DATE FINISH: 4 30 047
ELEVATION: 101±
SWC REP.: PFK

PROJECT / CLIENT: PROPOSED VECHICAL MAINTENANCE BUILDING / BUREAU OF GENERAL SERVICES
LOCATION: MAINE CORRECTIONAL FACILITY, WINDHAM, MAINE
DRILLING CO. : GREAT WORKS TEST BORNINGS
DRILLER: DAVE DIONNE

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	300 lbs	18"
SAMPLER:	SS	1 3/8"	140 lbs	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS SATURATED

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									1.0'	TOPSOIL WITH ORGANICS
	1D	24"	15"	2.0'	1	1	2	3	1.5'	BROWN SILTY CLAY (FILL) q_P=3.0 ksf
										BROWN SILTY SAND (FILL)
									4.0'	
										~ VERY STIFF ~
										GRAYISH BROWN SILTY CLAY
	2D	24"	20"	7.0'	4	5	6	7		w=25.6% q_P=5 to 7 ksf
									7.5'	
									8.2'	OBSERVED DENSE FINE SAND AND SILT WITH GRAVEL IN TIP OF CASING
										BOTTOM OF EXPLORATION AT 8.2' CASING REFUSAL
										(PROBABLE BEDROCK)

SAMPLES:
D = SPLIT SPOON
C = 2" SHELBY TUBE
S = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER VISUALLY
[X] SOIL TECH. VISUALLY
[X] LABORATORY TEST

REMARKS:

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

3

BORING NO.: **B-2**

P07-1

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **P-1**
SHEET: 1 OF 1
PROJECT NO.: 07 0150
DATE START: 4/30/2007
DATE FINISH: 4 30 047
ELEVATION: 101±
SWC REP.: PFK

PROJECT / CLIENT: PROPOSED VECHICAL MAINTENANCE BUILDING / BUREAU OF GENERAL SERVICES
LOCATION: MAINE CORRECTIONAL FACILITY, WINDHAM, MAINE
DRILLING CO. : GREAT WORKS TEST BORNINGS
DRILLER: DAVE DIONNE

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	300 lbs	18"
SAMPLER:	SS	1 3/8"	140 lbs	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS SATURATED

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									1.0'	TOPSOIL WITH ORGANICS
									4.0'	PROBABLE SILTY SAND OR CLAYEY SOIL FILL ~ LOOSE ~
									9.5'	PROBABLE STIFF BROWN SILTY CLAY
										BOTTOM OF EXPLORATION AT 9.5' AUGER REFUSAL (PROBABLE BEDROCK)
										NOTE: P 1 MADE 5± FEET NORTHWEST OF B 2.

SAMPLES:
D = SPLIT SPOON
C = 2" SHELBY TUBE
S = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
DRILLER VISUALLY
SOIL TECH. VISUALLY
LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

4

BORING NO.: **P-1**

B07-3

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-3**
SHEET: 1 OF 1
PROJECT NO.: 07 0150
DATE START: 4/30/2007
DATE FINISH: 4 30 047
ELEVATION: 101±
SWC REP.: PFK

PROJECT / CLIENT: PROPOSED VECHICAL MAINTENANCE BUILDING / BUREAU OF GENERAL SERVICES
LOCATION: MAINE CORRECTIONAL FACILITY, WINDHAM, MAINE
DRILLING CO. : GREAT WORKS TEST BORNINGS
DRILLER: DAVE DIONNE

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	300 lbs	18"
SAMPLER:	SS	1 3/8"	140 lbs	30"
CORE BARREL:				

WATER LEVEL INFORMATION

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									1.0'	TOPSOIL WITH ORGANICS
	1D	24"	6"	2.0'	2	2	3	4	2.0'	BROWN SILTY CLAY (FILL)
										BROWN SILTY SAND (FILL)
									4.0'	~ LOOSE ~
										~ HARD BECOMING… GRAYISH BROWN SILTY CLAY
	2D	24"	20"	7.0'	3	9	10	11		q_P=9+ ksf
										STIFF ~
	3D	24"	21"	12.0'	4	10	8	7		w=33.8% q_P=5.5 ksf
										~ 3"± LAYER OF SAND AND GRAVEL AT 11'± q_P=2 ksf
										q_P=1 to 1.5 ksf
	3 1/2"x7" VANE			15.6'						S_V=1.5/0.18 ksf ~ MEDIUM ~ (MAT'L OFF VANE) GRAY SILTY CLAY
									19.0'	
										~ MEDIUM ~ GRAY SILTY CLAY
	4D	24"	24"	22.0'	WOH	WOH	WOH	2		w=45.1% q_P=<1.0 ksf
										qu=1.2ksf w=32.7% wL=31.0% wp=15
	1S	24"	24"	27.0'						
	3 1/2"x7" VANE			27.6'						S_V=0.70/0.09 ksf
	3 1/2"x7" VANE			28.2'					29.0'	S_V=0.87/0.07 ksf
										ROD PROBE (NO SAMPLING) 29.0' TO 37.3'
									37.3'	
										BOTTOM OF EXPLORATION AT 37.3' ROD PROBE REFUSAL (PROBABLE BEDROCK)

DEPTH / BLOWS

29' 30'	3	34' 35'	3
30' 31'	3	35' 36'	3
31' 32'	2	36' 37'	3
32' 33'	2	37' 37.3'	50/2"
33' 34'	3		

SAMPLES:
D = SPLIT SPOON
C = 2" SHELBY TUBE
S = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER VISUALLY
[X] SOIL TECH. VISUALLY
[X] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

5

BORING NO.: **B-3**

B07-4

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-4**
SHEET: 1 OF 1
PROJECT NO.: 07 0150
DATE START: 4/30/2007
DATE FINISH: 4 30 047
ELEVATION: 101±
SWC REP.: PFK

PROJECT / CLIENT: PROPOSED VECHICAL MAINTENANCE BUILDING / BUREAU OF GENERAL SERVICES
LOCATION: MAINE CORRECTIONAL FACILITY, WINDHAM, MAINE
DRILLING CO. : GREAT WORKS TEST BORNINGS
DRILLER: DAVE DIONNE

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	300 lbs	18"
SAMPLER:	SS	1 3/8"	140 lbs	30"
CORE BARREL:				

WATER LEVEL INFORMATION

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									1.0'	TOPSOIL WITH ORGANICS
	1D	24"	12"	2.0'	1	2	3	3		~ LOOSE ~
										BROWN SILTY FINE SAND, TRACE GRAVEL (FILL)
									4.0'	
										GRAY CLAYEY SILT, SOME ORGANICS (FILL OR DISTURBED)
									6.0'	
	2D	24"	14"	7.0'	3	4	7	10		~ STIFF ~ q_P=3.5 to 5 ksf
										BROWN SILTY CLAY
	3D	24"	14"	12.0'	5	7	8	9		
									15.0'	BROWNISH GRAY SILTY CLAY q_P=1.0 ksf
										~ MEDIUM ~
	4D	24"	24"	17.0'	2	1	2	2		w=43.0% q_P=<1.0 ksf
										GRAY SILTY CLAY
	3 1/2"x7" VANE			20.6'						S_V=0.81/0.04 ksf
	3 1/2"x7" VANE			21.2'						S_V=0.76/0.06 ksf
	3 1/2"x7" VANE			25.6'						S_V=0.87/0.10 ksf
	3 1/2"x7" VANE			26.7'						S_V=0.88/0.11 ksf
									28.0'	
										ROD PROBE (NO SAMPLING) 28.0' TO 36.2'
										(PROBABLE GRAY SILTY CLAY TO 35'±)

DEPTH / BLOWS		DEPTH / BLOWS	
28' 29'	4	32' 33'	5
29' 30'	3	33' 34'	5
30' 31'	4	34' 35'	8
31' 32'	4	35' 36'	24
		36' 36.2'	50/3"

BOTTOM OF EXPLORATION AT 36.2' ROB PROBE REFUSAL
(PROBABLE BEDROCK)

SAMPLES:
D = SPLIT SPOON
C = 2" SHELBY TUBE
S = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER VISUALLY
[X] SOIL TECH. VISUALLY
[X] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

6

BORING NO.: **B-4**

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B98-1
SHEET: 1 OF 2
PROJECT NO.: 98-685.1 S
DATE START: 12-09-98
DATE FINISH: 12-10-98
ELEVATION: 149.9'+/- (USGS DATUM)
SWC REP.: BOB JENSEN

PROJECT / CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.
LOCATION: WINDHAM, MAINE
DRILLING FIRM: MAINE TEST BORINGS, INC. DRILLER: MIKE PORTER

	TYPE	SIZE I.D.	HAMMER WT	HAMMER FALL
CASING:	NW	3.0"	300 LB	16"
SAMPLER:	SS	1 3/8"	140 LB	30"
CORE BARREL:	NQ2	2"		

WATER LEVEL INFORMATION
WATER AT 6.0' WITH CASING AT 45'
WATER AT 23.6' AFTER REMOVING CASING

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24
AUGER								
*	1D	24"		2.0'	7	12	9	8
*								
*								
*								
10								
11	2D	24"		7.0'	8	7	8	11
13								
13								
13								
19	3D	24"		11.0'	1	1	2	2
10								
7								
4								
4								
8								
6	4D	24"		17.0'	WOR	WOH	WOH	3
3								
3								
3								
12								
8	5D	24"		22.0'	WOH	WOH	WOH	3
10								
8								
12								
15								
13								
10	1C	24"						
8	2"X7" VANE			28.4'			25/0	30/5
11								
12								
8	6D	24"		32.0'	WOR	WOH	WOH	3
8								
7								
7								
10								
7	7D	24"		37.0'	WOR	WOR	WOR	WOH
5								
4								
5								

DEPTH	STRATA & TEST DATA
1.3'	BROWN SANDY SILTY TOPSOIL WITH SOME ROOTS AND ORGANICS
6.5'	BROWN SANDY SILT ~ MEDIUM DENSE ~
11.0'	qp = 2.0 ksf BROWN SANDY SILT WITH SILTY CLAY LAYERS ~ MEDIUM DENSE ~
13.0'	w = 33.0% qp = 2.0-3.0 ksf BROWN TO GRAY SILTY CLAY WITH SANDY SILT LAYERS ~ STIFF ~
16.5'	GRAY SILTY CLAY WITH SANDY SILT LAYERS ~ MEDIUM ~ qp = 1.0 ksf
	GRAY SILTY CLAY qp = 0.5-1.0 ksf ~ MEDIUM ~ qu = 1.02 ksf Sv = 1.02/0.00 ksf w = 54.0% qp = 0.5 ksf Sv= 1.22/0.20 ksf w = 57.1% qp = 0.5-1.0 ksf

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[X] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[X] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

2

BORING NO.: B98-1

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B98-1
SHEET: 2 OF 2
PROJECT NO.: 98-685.1 S
DATE START: 12-09-98
DATE FINISH: 12-10-98
ELEVATION: 149.9'+/- (USGS DATUM)
SWC REP.: BOB JENSEN

PROJECT / CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.
LOCATION: WINDHAM, MAINE
DRILLING FIRM: MAINE TEST BORINGS, INC. DRILLER: MIKE PORTER

	TYPE	SIZE I.D.	HAMMER WT	HAMMER FALL
CASING:	NW	3.0"	300 LB	16"
SAMPLER:	SS	1 3/8"	140 LB	30"
CORE BARREL:	NQ2	2"		

WATER LEVEL INFORMATION
WATER AT 6.0' WITH CASING AT 45'
WATER AT 23.6' AFTER REMOVING CASING

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
6										
4	D	24"		42.0'	WOR	WOR	WOR	WOH		GRAY SILTY CLAY
3										
WOH										~ MEDIUM ~
WOH										
13										
11	2C	24"		47.0'						qu = 0.77 ksf
5	2"X7" VANE			48.4'			25/5	35/15		Sv = 1.02/0.20 ksf w = 41.8% qp = 0.5 ksf
1										Sv = 1.42/0.61 ksf
WOH										
1										
WOH	D	24"		52.0'	WOR	WOR	WOH	WOH		
WOH										
WOH										
WOH										
1										
WOH	D	24"		57.0'	WOR	WOR	WOR	WOH		
WOH										
WOH										
WOH										
									61.4'	
	D	11"		61.4'	2	50				HARD GRAY METAPELLITE SCHIST
										RQD = 77%
									66.4'	
	1R	5.0'	4.8'	66.4'	96%					BOTTOM OF BORING AT 66.4'

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[X] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[X] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

3

BORING NO.: B98-1

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B98-2
SHEET: 1 OF 2
PROJECT NO.: 98-685.1 S
DATE START: 12-07-98
DATE FINISH: 12-08-98
ELEVATION: 150.7'+/- (USGS DATUM)
SWC REP.: BOB JENSEN

PROJECT / CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.
LOCATION: WINDHAM, MAINE
DRILLING FIRM: MAINE TEST BORINGS, INC. DRILLER: MIKE PORTER

	TYPE	SIZE I.D.	HAMMER WT	HAMMER FALL
CASING:	HW	3.0"	300 LB	16"
SAMPLER:	SS	1 3/8"	140 LB	30"
CORE BARREL:	NQ2	2"		

WATER LEVEL INFORMATION
WATER AT 7.2' WITH CASING AT 30'
WATER AT 14.3' AFTER REMOVING CASING

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
AUGER									0.6'	BROWN SILTY SANDY TOPSOIL WITH ROOTS AND ORGANICS
*	1D	24"		2.0'	1	3	6	6		BROWN SILTY FINE SAND WITH SOME THIN SILT LAYERS
*										~ DENSE ~
*										
*										
56										
76	2D	24"		7.0'	24	38	31	25		
71										
45									9.0'	
40										
34										
35	3D	24"		12.0'	1	1	2	3		BROWN TO GRAYISH BROWN SILTY CLAY WITH SANDY SILT LAYERS
33										~ MEDIUM ~
28										
23										
38										
33	4D	24"		17.0'	2	2	2	3		w = 43.2% qp = 1.0-1.5 ksf
27										
25										
23										
27									21.5'	qp = 1.5 ksf
25	5D	24"		22.0'	2	1	2	7		GRAY SILTY CLAY WITH SOME THIN SANDY SILT LAYERS
31										~ MEDIUM ~
27										
23										
34										
31	6D	24"		27.0'	2	1	3	3		qp = 1.5-2.0 ksf
26									28.0'	
19										
19										
33										GRAY SILTY CLAY
26	1U	24"		32.0'						w = 48.3%
24										
26	3.5"X7" VANE			33.4'			70/10	75/10	Sv = 0.97/0.14 ksf	
29									Sv = 1.04/0.14 ksf	
51										~ MEDIUM ~
44	2U	24"								
43	3.5"X7" VANE			38.4'			50/5	60/5	Sv = 0.69/0.07 ksf	w = 39.0%
43									Sv = 0.83/0.07 ksf	
42										

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[X] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[X] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

4

BORING NO.: B98-2

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B98-2
SHEET: 2 OF 2
PROJECT NO.: 98-685.1 S
DATE START: 12-07-98
DATE FINISH: 12-08-98
ELEVATION: 150.7'+/- (USGS DATUM)
SWC REP.: BOB JENSEN

PROJECT / CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.
LOCATION: WINDHAM, MAINE
DRILLING FIRM: MAINE TEST BORINGS, INC. DRILLER: MIKE PORTER

	TYPE	SIZE I.D.	HAMMER WT	HAMMER FALL
CASING:	HW	3.0"	300 LB	16"
SAMPLER:	SS	1 3/8"	140 LB	30"
CORE BARREL:	NQ2	2"		

WATER LEVEL INFORMATION
WATER AT 7.2' WITH CASING AT 30'
WATER AT 14.3' AFTER REMOVING CASING

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
55										
54	7D	24"		42.0'	WOR	WOR	WOH	5		qp = 1.0-1.4 ksf
56										GRAY SILTY CLAY
61										
62										~ MEDIUM ~
	3U	24"		47.0'						Sv = 1.10/0.00 ksf w = 49.2%
	3.5"X7" VANE			48.4'			80/0	65/5	48.4'	Sv = 0.90/0.07 ksf
										BOTTOM OF BORING AT 48.4'
										ROD PROBE TO REFUSAL AT 75.9'

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[X] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[X] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

5

BORING NO.: B98-2

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B98-3
SHEET: 1 OF 1
PROJECT NO.: 98-685.1 S
DATE START: 12-10-98
DATE FINISH: 12-10-98
ELEVATION: 151.6'+/- (USGS DATUM)
SWC REP.: BOB JENSEN

PROJECT / CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.
LOCATION: WINDHAM, MAINE
DRILLING FIRM: MAINE TEST BORINGS, INC. DRILLER: ERVIN GIGUERE

	TYPE	SIZE I.D.	HAMMER WT	HAMMER FALL
CASING:	HSA	2.5"		
SAMPLER:	SS	1 3/8"	140 LB	30"
CORE BARREL:				

WATER LEVEL INFORMATION
WATER AT 16.3' WITH CASING AT 20'

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.3'	BROWN SILTY SANDY TOPSOIL
	1D	18"		1.5'	11	15	15			BROWN SANDY SILT, TRACE OF WOOD (POSSIBLE FILL)
										~ DENSE ~
	2D	18"		6.5'	10	25	16		7'+/-	
										BROWN TO GRAYISH BROWN SANDY SILT WITH SOME SILTY CLAY LAYERS
	3D	18"		11.5'	5	10	10			~ MEDIUM DENSE ~
										qp = 1.0-1.5 ksf
	4D	18"		16.5'	5	5	7		20.6'	
	5D	18"		21.5'	2	1	1			Sv = 0.81/0.20 ksf
	2"X7" VANE			22.2'				20/5	22.9'	Sv = 0.81/0.20 ksf
	2"X7" VANE			22.9'				20/5		GRAY SILTY CLAY WITH SOME SANDY SILT LAYERS
										~ MEDIUM ~
										BOTTOM OF BORING AT 22.9'

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[X] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[X] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

6

BORING NO.: B98-3

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B98-4
SHEET: 1 OF 1
PROJECT NO.: 98-685.1 S
DATE START: 12-10-98
DATE FINISH: 12-10-98
ELEVATION: 152.9'+/- (USGS DATUM)
SWC REP.: BOB JENSEN

PROJECT / CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.
LOCATION: WINDHAM, MAINE
DRILLING FIRM: MAINE TEST BORINGS, INC. DRILLER: ERVIN GIGUERE

	TYPE	SIZE I.D.	HAMMER WT	HAMMER FALL
CASING:	HSA	2.5"		
SAMPLER:	SS	1 3/8"	140 LB	30"
CORE BARREL:				

WATER LEVEL INFORMATION
WATER AT 13.6' WITH CASING AT 20'

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.2'	BITUMINOUS PAVEMENT
	1D	17"		2.0'	10	9	10		3.0'	BROWN GRAVELLY SAND AND SILT WITH TRACE OF ASH (FILL) ~ MEDIUM DENSE ~
	2D	18"		6.5'	17	20	16		8'+/-	BROWN SANDY SILT ~ DENSE ~
	3D	18"		11.5'	3	2	3			BROWN AND GRAYISH BROWN SANDY SILT WITH SOME SILTY CLAY LAYERS
	4D	18"		16.5'	2	2	4			qp = 1.0 ksf ~ MEDIUM DENSE ~
	5D	18"		21.5'	2	4	5		21.5'	qp = 1.5 ksf BOTTOM OF BORING AT 21.5'

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[X] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[X] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

7

BORING NO.: B98-4

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B98-5
SHEET: 1 OF 1
PROJECT NO.: 98-685.1 S
DATE START: 12-11-98
DATE FINISH: 12-11-98
ELEVATION: 147.9'+/- (USGS DATUM)
SWC REP.: BOB JENSEN

PROJECT / CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.
LOCATION: WINDHAM, MAINE
DRILLING FIRM: MAINE TEST BORINGS, INC. DRILLER: MIKE PORTER

	TYPE	SIZE I.D.	HAMMER WT	HAMMER FALL
CASING:	HSA	2.5"		
SAMPLER:	SS	1 3/8"	140 LB	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOIL WET AT 10'

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.6'	BROWN SANDY SILTY TOPSOIL WITH ROOTS AND ORGANICS
	1D	24"		2.0'	4	9	10	13		BROWN SANDY SILT WITH SOME SILTY CLAY LAYERS ~ MEDIUM DENSE ~ qp = 2.0-2.4 ksf
	2D	24"		7.0'	3	5	5	7	8.5'	
	3D	24"		12.0'	1	2	2	2		w = 35.8% qp = 2.0-2.5 ksf BROWN TO GRAYISH BROWN SILTY CLAY WITH SOME SANDY SILT LAYERS, TRACE OF MOTTLING ~ STIFF ~
	4D	24"		17.0'	2	3	3	4	16.0'	w = 54.7% qp = 1.5 ksf GRAY SILTY CLAY ~ MEDIUM ~
	1C	24"		22.0'						qu = 1.24 ksf w = 50.6% qp = 1.0 ksf
	2"X7" VANE			22.7'				15/5	23.1'	Sv = 0.61/0.20 ksf
										BOTTOM OF BORING AT 23.1'

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[X] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[X] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

8

BORING NO.: B98-5

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: **B98-6**
SHEET: 1 OF 1
PROJECT NO.: 98-685.1 S
DATE START: 12-10-98
DATE FINISH: 12-10-98
ELEVATION: 151.3'+/- (USGS DATUM)
SWC REP.: BOB JENSEN

PROJECT / CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.
LOCATION: WINDHAM, MAINE
DRILLING FIRM: MAINE TEST BORINGS, INC. DRILLER: MIKE PORTER

	TYPE	SIZE I.D.	HAMMER WT	HAMMER FALL
CASING:	HSA	2.5"		
SAMPLER:	SS	1 3/8"	140 LB	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOIL WET AT 10'

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.3'	BROWN SAND AND SILT WITH SOME GRAVEL, ROOTS AND ORGANICS
	1D	18"		1.5'	7	7	12			
	2D	18"		6.5'	11	15	15			BROWN SANDY SILT WITH SOME THIN SILTY CLAY LAYERS ~ DENSE ~
									8'+/-	
	3D	18"		11.5'	3	7	12			BROWN SANDY SILT WITH SOME SILTY CLAY LAYERS, SOME MOTTLING ~ MEDIUM DENSE ~
									14'+/-	
	4D	18"		16.5'	2	2	3			GRAYISH BROWN SILTY CLAY WITH SOME SANDY SILT LAYERS w = 45.2% qp = 1.0-1.5 ksf ~ MEDIUM ~
									20.8'	
	5D	18"		21.5'	2	2	3			Sv = 0.81/0.20 ksf GRAY SILTY CLAY WITH THIN SANDY SILT LAYERS
	2"X7" VANE			22.5'				20/5	22.9'	Sv = 0.61/0.20 ksf ~ MEDIUM ~
	2"X7" VANE			22.9				15/5		
										BOTTOM OF BORING AT 22.9'

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[X] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[X] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

9

BORING NO.: **B98-6**

S.W.COLE ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B98-7
SHEET: 1 OF 2
PROJECT NO.: 98-685.1 S
DATE START: 12-08-98
DATE FINISH: 12-09-98
ELEVATION: 151.4'+/- (USGS DATUM)
SWC REP.: BOB JENSEN

PROJECT / CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.
LOCATION: WINDHAM, MAINE
DRILLING FIRM: MAINE TEST BORINGS, INC. DRILLER: ERVIN GIGUERE

	TYPE	SIZE I.D.	HAMMER WT	HAMMER FALL
CASING:	HW	4"	300 LB	16"
SAMPLER:	SS	1 3/8"	140 LB	30"
CORE BARREL:				

WATER LEVEL INFORMATION
WATER AT 2.5' WITH CASING AT 25'
WATER AT 12.8' AFTER REMOVING CASING

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
AUGER									0.1'	BITUMINOUS PAVEMENT
*									1.6'	BROWN SILTY GRAVELLY SAND WITH TRACE OF ASH (FILL) ~ MEDIUM DENSE ~
*	1D	24"		3.0'	8	10	11	12		
*										BROWN SANDY SILT WITH SOME THIN SILTY CLAY LAYERS, SOME MOTTLING
*									6.5'	~ MEDIUM DENSE TO DENSE ~
39										
41	2D	24"		7.0'	13	22	29	22		
42									8.0'	BROWN MOTTLED SILTY CLAY
27										
24										
26										
28	3D	24"		12.0'	6	5	7	8		BROWN AND GRAYISH BROWN SANDY SILT WITH SOME SILTY CLAY LAYERS, TRACE OF MOTTLING
32										
35										~ MEDIUM DENSE ~
37										
30										
25	4D	24"		17.0'	4	7	4	7		qp = 1.5 ksf
23										
21										
17										
24									21.2'	
15	5D	24"		22.0'	1	1	1	3		
11										
12										
13										
21										
22	1U	24"		27.0'	HYDRAULIC PUSH					qp = 1.0-1.5 ksf
20										
24	3.5"X7" VANE			28.4'			60/5	65/5		Sv = 0.83/0.07 ksf
21										Sv = 0.90/0.07 ksf
31										GRAY SILTY CLAY
21	6D	24"		32.0'	WOR	WOR	WOH	3		
19										
20										
17										
13										~ MEDIUM ~
9	2U	24"		37.0'	HYDRAULIC PUSH					
6	3.5"X7" VANE			38.4'			55/0	65/5		Sv = 0.76/0.00 ksf
7										Sv = 0.90/0.07 ksf
10										

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[X] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[X] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

10

BORING NO.: B98-7

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B98-7
SHEET: 2 OF 2
PROJECT NO.: 98-685.1 S
DATE START: 12-08-98
DATE FINISH: 12-09-98
ELEVATION: 151.4'+/- (USGS DATUM)
SWC REP.: BOB JENSEN

PROJECT / CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.
LOCATION: WINDHAM, MAINE
DRILLING FIRM: MAINE TEST BORINGS, INC. DRILLER: ERVIN GIGUERE

	TYPE	SIZE I.D.	HAMMER WT	HAMMER FALL
CASING:	HW	3.0"	300 LB	16"
SAMPLER:	SS	1 3/8"	140 LB	30"
CORE BARREL:	NQ2	2"		

WATER LEVEL INFORMATION
WATER AT 2.5' WITH CASING AT 25'
WATER AT 12.8' AFTER REMOVING CASING

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
15										
12	7D	24"		42.0'	WOR	WOR	WOH	2		qp = 1.5 ksf
14										GRAY SILTY CLAY
18										
19										~ MEDIUM ~
	3U	24"		47.0'						Sv = 0.62/0.00 ksf
	3.5"X7" VANE			48.4'			45/0	75/5	48.4'	Sv = 1.04/0.07 ksf
										BOTTOM OF BORING AT 48.4'
										ROD PROBE TO REFUSAL AT 69.8'

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[X] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[X] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

11

BORING NO.: B98-7

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B98-8
SHEET: 1 OF 1
PROJECT NO.: 98-685.1 S
DATE START: 12-10-98
DATE FINISH: 12-10-98
ELEVATION: 152.6'+/- (USGS DATUM)
SWC REP.: BOB JENSEN

PROJECT / CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.
LOCATION: WINDHAM, MAINE
DRILLING FIRM: MAINE TEST BORINGS, INC. DRILLER: MIKE PORTER

	TYPE	SIZE I.D.	HAMMER WT	HAMMER FALL
CASING:	HSA	2.5"		
SAMPLER:	SS	1 3/8"	140 LB	30"
CORE BARREL:				

WATER LEVEL INFORMATION
BOREHOLE CAVED AT 19.6' AFTER PULLING AUGERS

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.3'	BROWN SANDY SILTY TOPSOIL WITH ROOTS AND ORGANICS
	1D	24"		2.0'	4	5	7	6	3.0'	BROWN SILT AND SAND WITH TRACE OF GRAVEL (FILL) ~ MEDIUM DENSE ~
	2D	24"		8.0'	8	16	41	46	10.0'	BROWN SILTY FINE SAND TO SANDY SILT ~ MEDIUM DENSE TO DENSE ~
	3D	24"		12.0'	3	6	7	9		w = 33.2% BROWN AND GRAYISH BROWN SANDY SILT WITH SOME SILTY CLAY LAYERS, SOME MOTTLING
	4D	24"		17.0'	1	1	3	12		w = 47.4% qp = 1.5 ksf ~ MEDIUM DENSE ~
	5D	24"		22.0'	7	5	7	12	23.0'	qp = 1.5 ksf
	6D	24"		27.0'	WOR	WOH	WOH	4		GRAY SILTY CLAY ~ MEDIUM ~
	1C	24"		29.0'	HYDRAULIC PUSH					
	2"X7" VANE			30.4'			25/0	30/10		Sv = 1.02/0.00 ksf qu = 1.03 ksf w = 59.1% qp = 0.8-1.0 ksf Sv = 1.22/0.41 ksf
	2C	24"		32.5'	HYDRAULIC PUSH					Sv = 0.81/0.00 ksf qu = 1.46 ksf w = 51.4% qp = 0.5-1.3 ksf
	2"X7" VANE			33.9'			20/0	20/5	33.9'	Sv = 0.81/0.20 ksf
										BOTTOM OF BORING AT 33.9' ROD PROBE TO REFUSAL AT 77.6'

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[X] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[X] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

12

BORING NO.: B98-8

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B98-9
SHEET: 1 OF 1
PROJECT NO.: 98-685.1 S
DATE START: 12-10-98
DATE FINISH: 12-10-98
ELEVATION: 134.6'+/- (USGS DATUM)
SWC REP.: BOB JENSEN

PROJECT / CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.
LOCATION: WINDHAM, MAINE
DRILLING FIRM: MAINE TEST BORINGS, INC. DRILLER: ERVIN GIGUERE

	TYPE	SIZE I.D.	HAMMER WT	HAMMER FALL
CASING:	HSA	2.5"		
SAMPLER:	SS	1 3/8"	140 LB	30"
CORE BARREL:				

WATER LEVEL INFORMATION
WATER AT 13.2' AFTER PULLING AUGERS

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.3'	BROWN SANDY SILTY TOPSOIL WITH ROOTS AND ORGANICS
	1D	18"		1.5'	3	9	4			BROWN SILTY FINE SAND TO SANDY SILT WITH SOME CLAYEY SILT LAYERS
	2D	18"		6.5'	6	9	6			~ MEDIUM DENSE ~
	3D	18"		11.5'	4	4	3			
	4D	18"		16.5'	1	3	2		16.1'	
	5D	18"		21.5'	WOM	WOM	WOM			GRAY SILT AND CLAY WITH SILTY FINE SAND LAYERS
	2"X7" VANE			22.2'				20/10		Sv = 0.81/0.41 ksf ~ MEDIUM ~
	2"X7" VANE			22.9				15/5		Sv = 0.61/0.20 ksf
	6D	18"		26.5'	WOM	WOM	WOM			Sv = 0.81/0.20 ksf
	2"X7" VANE			27.2'				20/5	27.9'	Sv = 0.61/0.20 ksf
	2"X7" VANE			27.9'				15/5		BOTTOM OF BORING AT 27.9'

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[X] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

13

BORING NO.: B98-9

S.W.COLE ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B98-10
SHEET: 1 OF 1
PROJECT NO.: 98-685.1 S
DATE START: 12-10-98
DATE FINISH: 12-10-98
ELEVATION: 133.5'+/- (USGS DATUM)
SWC REP.: BOB JENSEN

PROJECT / CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.
LOCATION: WINDHAM, MAINE
DRILLING FIRM: MAINE TEST BORINGS, INC. DRILLER: ERVIN GIGUERE

	TYPE	SIZE I.D.	HAMMER WT	HAMMER FALL
CASING:	HSA	2.5"		
SAMPLER:	SS	1 3/8"	140 LB	30"
CORE BARREL:				

WATER LEVEL INFORMATION
WATER AT 12.8' WITH AUGERS AT 25'

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.3'	BROWN SANDY SILTY TOPSOIL WITH ROOTS AND ORGANICS
	1D	18"		1.5'	4	3	3			BROWN SILTY FINE SAND TO SANDY SILT WITH SOME CLAYEY SILT LAYERS
	2D	18"		6.5'	5	7	9			~ MEDIUM DENSE ~
	3D	18"		11.5'	3	3	2		14.0'	
	4D	18"		16.5'	WOM	WOM	WOM			GRAY SILT AND CLAY WITH SILTY FINE SAND LAYERS
	5D	18"		21.5'	WOM	WOM	WOM			
	2"X7" VANE			22.2'				20/10		Sv = 0.81/0.41 ksf ~ MEDIUM ~
	2"X7" VANE			22.9				15/5		Sv = 0.61/0.20 ksf
	6D	18"		26.5'	WOM	WOM	WOM			Sv = 0.61/0.20 ksf
	2"X7" VANE			27.2'				15/5	27.9'	Sv = 0.61/0.20 ksf
	2"X7" VANE			28.4'				15/5		BOTTOM OF BORING AT 27.9'

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[X] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

14

BORING NO.: B98-10

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

BORING LOG

BORING NO.: B98-11
SHEET: 1 OF 1
PROJECT NO.: 98-685.1 S
DATE START: 12-10-98
DATE FINISH: 12-10-98
ELEVATION: 137.5'+/- (USGS DATUM)
SWC REP.: BOB JENSEN

PROJECT / CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.
LOCATION: WINDHAM, MAINE
DRILLING FIRM: MAINE TEST BORINGS, INC. DRILLER: ERVIN GIGUERE

	TYPE	SIZE I.D.	HAMMER WT	HAMMER FALL
CASING:	HSA	2.5"		
SAMPLER:	SS	1 3/8"	140 LB	30"
CORE BARREL:				

WATER LEVEL INFORMATION
WATER AT 12.3' AFTER PULLING AUGERS

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.3'	BROWN SANDY SILTY TOPSOIL WITH ROOTS AND ORGANICS
	1D	18"		1.5'	4	4	3			BROWN TO GRAYISH BROWN SILTY FINE SAND TO SANDY SILT WITH SOME CLAYEY SILT LAYERS ~ MEDIUM DENSE ~
	2D	18"		6.5'	3	4	5			
	3D	18"		11.5'	4	4	5		15.0'	
	4D	18"		16.5'	2	1	1			GRAY SILT AND CLAY WITH SILTY FINE SAND LAYERS
	5D	18"		21.5'	WOH	WOH	WOH			
	2"X7" VANE			22.2'				20/10		Sv = 0.81/0.41 ksf ~ MEDIUM ~
	2"X7" VANE			22.9				20/10		Sv = 0.81/0.41 ksf
	6D	18"		26.5'	WOM	WOM	WOM			Sv = 0.61/0.20 ksf
	2"X7" VANE			27.2'				15/5	27.9'	Sv = 0.61/0.61 ksf
	2"X7" VANE			27.9'				15/15		BOTTOM OF BORING AT 27.9'

SAMPLES:
D=SPLIT SPOON
C=3" SHELBY TUBE
U=3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[X] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

15

BORING NO.: B98-11

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

PROJECT/CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.
LOCATION: WINDHAM, MAINE
PROJECT NO. 98-685.1 S

TEST PIT TP-1

DATE: 12-10-98 SURFACE ELEVATION: 149.2'+/- (USGS DATUM) LOCATION: SEE SHEET 1

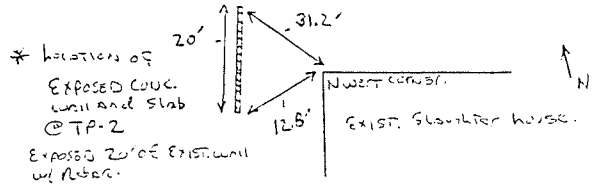
SAMPLE NO.	SAMPLE DEPTH	DEPTH (FT)	STRATUM DESCRIPTION	TEST RESULTS
		0.2'	BROWN SILTY SANDY TOPSOIL WITH ORGANICS	
		2.9'	BROWN SANDY SILT	
		8.4'	BROWN SANDY SILT WITH OCCASIONAL BROWN SILTY CLAY LAYERS	
		9.2'	BROWN SILTY CLAY WITH FINE SAND LAYERS	
			BOTTOM OF EXPLORATION AT 9.2'	

COMPLETION DEPTH: 9.2' DEPTH TO WATER: SLOW SEEPAGE AT 6.2'

TEST PIT TP-2

DATE: 12-10-98 SURFACE ELEVATION: 152.4'+/- (USGS DATUM) LOCATION: SEE SHEET 1

SAMPLE NO.	SAMPLE DEPTH	DEPTH (FT)	STRATUM DESCRIPTION	TEST RESULTS
		0.8'	BROWN SILTY TOPSOIL WITH ORGANICS	
		10.0'	DARK BROWN TO BLACK GRAVELLY MEDIUM TO FINE SAND WITH BRICKS, OLD COAL, METAL, CONCRETE, CINDERS ALL DEBRIS - LITTLE SOIL BELOW 3.6' MANY VOIDS	
			REFUSAL ON OLD CONCRETE SLAB AT 10.0'	



COMPLETION DEPTH: 10.0' DEPTH TO WATER: NO FREE WATER OBSERVED

S.W.COLE
ENGINEERING, INC.
GEOTECHNICAL CONSULTANTS

PROJECT/CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.
LOCATION: WINDHAM, MAINE
PROJECT NO. 98-685.1 S

TEST PIT TP-3

DATE: 12-10-98 SURFACE ELEVATION: 151.9'+/- (USGS DATUM) LOCATION: SEE SHEET 1

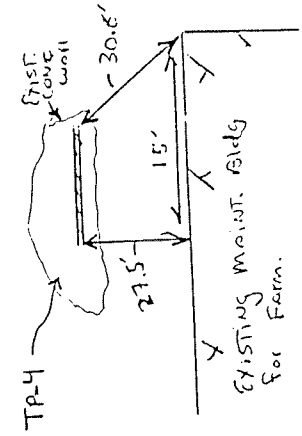
SAMPLE NO.	SAMPLE DEPTH	DEPTH (FT)	STRATUM DESCRIPTION	TEST RESULTS
		0.3'	BROWN SILTY SANDY TOPSOIL WITH ORGANICS	
		1.0'	BROWN GRAVELLY MEDIUM TO FINE SAND WITH COBBLES (FILL)	
		6.8'	BROWN SANDY SILT	
			BOTTOM OF EXPLORATION AT 6.8'	

COMPLETION DEPTH: 6.8' DEPTH TO WATER: NO FREE WATER OBSERVED

TEST PIT TP-4

DATE: 12-10-98 SURFACE ELEVATION: 152.9'+/- (USGS DATUM) LOCATION: SEE SHEET 1

SAMPLE NO.	SAMPLE DEPTH	DEPTH (FT)	STRATUM DESCRIPTION	TEST RESULTS
		2.3'	BROWN GRAVELLY MEDIUM TO FINE SAND WITH COBBLES (FILL)	
		6.5'	BROWN SANDY SILT	
		9.0'	BROWN SANDY SILT WITH OCCASIONAL BROWN SILTY CLAY LAYER	
			BOTTOM OF EXPLORATION NOTE : EXPOSED 8" WIDE CONCRETE WALL AT 2.3' MOVED OVER AND DUG AROUND.	



COMPLETION DEPTH: 9.0' DEPTH TO WATER: NO FREE WATER OBSERVED

MAINE TEST BORINGS, INC.
BREWER, MAINE 04412

CLIENT: ALLIED ENGINEERING

SHEET 1 OF 2

HOLE NO. B-1

LINE & STATION: B89-1

DRILLER: MELVIN COFFIN

PROJECT NAME: ELEVATOR SHAFT

M.T.B. JOB NUMBER: 89-150

LOCATION: SO. WINDAM, MAINE

OFFSET:

GROUND WATER OBSERVATIONS

AT 0.00 FT. AFTER 0.00 HOURS

AT 0.00 FT. AFTER 0.00 HOURS

	CASING	SAMPLER	CORE BARREL
TYPE	HW	SS	
SIZE I.D.	4"	1 3/8"	
HAMMER WT.	300	140	
HAMMER FALL	18"	30"	

DATE START: 08/15/89 DATE FINISH: 08/15/89

SURFACE ELEVATION: 94.16

CASING BLOWS PER FOOT	SAMPLE NO.	O.D.	PEN.	REC.	DEPTH @ BOT.	BLOWS PER 6" ON SAMPLER 0-6	6-12	12-18	VANE READING	DEPTH	STRATUM DESCRIPTION
AUGER											
"											
"	1D	2"	18"		3.5	5	16	11		3.0	BROWN GRAVELY SILTY SAND ~MEDIUM DENSE~
"											
"											
38	2D	2"	18"		6.5	13	15	13			BROWN SILTY FINE SAND ~DENSE~
42											W = 21.0%
75										8.0	
60											
70											
32	3D	2"	18"		11.5	11	10	13			BROWN SILTY FINE SAND W/ TRACE OF CLAY
32											W = 33.2%
40											~MEDIUM DENSE~
35										14.0	
28											
22	4D	2"	18"		16.5	2	1	1			GRAY SILTY SANDY CLAY
16										17.0	W = 37.6%
15											
16											
16											
25											
28	1U	3 1/2"	24"		22.0	HYD. PUSH					qu = 0.4 ksf W = 36.7%
28	3 1/2 X 7 VANE				22'7"				70/20	.82/.23 ksf	
28	3 1/2 X 7 VANE				23'2"				60/20	.70/.23 ksf	GRAY SILTY CLAY
21											~SOFT~
22	5D	2"	18"		26.5	WT. OF	RODS				
22											
26											
22											
21											
25											
27	2U	3 1/2"	24"		32.0						qu=0.8 ksf W=49.3% qp=0.3-0.5 ksf
31	3 1/2 X 7 VANE				32'7"				35/5	.41/.06 ksf	
30	3 1/2 X 7 VANE				33'2"				40/5	.47/.06 ksf	
28										35.0	
30	6D	2"	18"		36.5	WT. OF	RODS				
30											
26											GRAY SILTY CLAY W/ BLACK STREAKS
27											
16											

SAMPLES
= SPLIT SPOON
= 2" SHELBY TUBE
= 3" SHELBY TUBE
= 3½" SHELBY TUBE

SOIL CLASSIFIED BY:
XX DRILLER-VISUALLY
X SOIL TECHNICIAN-VISUALLY
X LABORATORY TESTS

REMARKS:
WATER LEVEL BEFORE PULLING CASING 8.7'
AFTER PULLING CASING 12.3'

HOLE NO. B-1 2

MAINE TEST BORINGS, INC. BREWER, MAINE 04412	CLIENT ALLIED ENGINEERING	SHEET 2 OF 2 HOLE NO. B-1
DRILLER MELVIN COFFIN	PROJECT NAME ELEVATOR SHAFT	LINE & STATION B89-1
T.B. JOB NUMBER 89-150	LOCATION SO. WINDAM, MAINE	OFFSET

GROUND WATER OBSERVATIONS

AT 0.00 FT. AFTER 0.00 HOURS

AT 0.00 FT. AFTER 0.00 HOURS

	CASING	SAMPLER	CORE BARREL
TYPE	HW	SS	
SIZE I.D.	4"	1 3/8"	
HAMMER WT.	300	140	
HAMMER FALL	16"	30"	

DATE START	DATE FINISH
08/15/89	08/15/89

SURFACE ELEVATION

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE O.D.	SAMPLE PEN.	SAMPLE REC	SAMPLE DEPTH @ BOT	BLOWS PER 6" ON SAMPLER 0-6	6-12	12-18	VANE READING	DEPTH	STRATUM DESCRIPTION
											qu=0.5 ksf W=57.4% qp=0.4 ksf
	3U	3	1/2"24"		42.0	WT.	OF	RODS			GRAY SILTY CLAY W/ BLACK STREAKS
	3 1/2 X 7 VANE				42'7"				50/10	43.2	
	3 1/2 X 7 VANE				43'2"				60/10		
											.58/.12 ksf
											.70/.12 ksf

ROD PROBES

INTVL	BLOWS
43 - 81	HYD. PUSH
81 - 83	31
83 - 83.1	75

REFUSAL @ 83.1'

SAMPLES
= SPLIT SPOON
= 2" SHELBY TUBE
= 3" SHELBY TUBE
= 3½" SHELBY TUBE

SOIL CLASSIFIED BY:
[X] DRILLER-VISUALLY
[X] SOIL TECHNICIAN-VISUALLY
[X] LABORATORY TESTS

REMARKS:

MAINE TEST BORINGS, INC. BREWER, MAINE 04412	CLIENT Allied Engineering	SHEET 1 OF 2 HOLE NO. B-1
DRILLER Ervin Giguere	PROJECT NAME Minimum Security Housing	LINE & STATION B88-1
M.T.B. JOB NUMBER 88-10	LOCATION Windham, Maine	OFFSET

GROUND WATER OBSERVATIONS

AT _____ FT. AFTER _____ HOURS

AT _____ FT. AFTER _____ HOURS

	CASING	SAMPLER	CORE BARREL
TYPE	HS	SS	
SIZE I.D.	2 1/2"	1 3/8"	
HAMMER WT.		140	
HAMMER FALL		30"	

DATE START 1/11/88 DATE FIN. 1/11/88

SURFACE ELEV. 85.5±

GROUND WATER ELEV. _____

CASING BLOWS PER FOOT	SAMPLE NO.	O.D.	PEN.	REC.	DEPTH @ BOT.	BLOWS PER 6" ON SAMPLER 0-6	6-12	12-18	VANE READING	DEPTH	STRATUM DESCRIPTION
											Brown fine sandy silt w/trace of clay & organics.
	1D	2"	18"		3.5	7	13	7			w = 36.8%
											Brown silt & sand w/ trace clay
	2D	2"	18"		6.5	7	8	8			w = 24.8%
	3D	2"	18"		11.5	8	9	8			w = 18.9%
											~ Medium ~
	4D	2"	18"		16.5	3	3	2			silty clay w/sand layers Brown ~~fine sandy silt to fine sand~~
											w = 39.2%
	5D	2"	18"		21.5	4	5	4			w = 41.6%
	6D	2"	18"		26.5	4	5	3		25.5	clayey fine sand
										27.0	Gray fine ~~sandy~~ silt w/~~clay~~ layers w = 49.9% q_p = .6± ksf
											~ Medium ~ Gray silty clay w/sand layers
	7D	2"	18"		31.5	3	2	2		31.5	w = 41.1%

Rod Probe

32-33	5
33-34	7
34-35	6
35-36	7
36-37	7
37-38	8

SAMPLES
D = Splite Spoon
C = 2" Shelby Tube
U = 3½" Shelby Tube

SOIL CLASSIFIED BY:
[X] Driller - Visually
[X] Soil Technican - Visually
[X] Laboratory Tests

REMARKS
Stratification lines represent the approximate boundary between soil types, and the transition may be gradual.

HOLE NO. B-1

MTB-14

MAINE TEST BORINGS, INC.
BREWER, MAINE 04412

CLIENT: Allied Engineering

SHEET 2 OF 2
HOLE NO. B-1

B88-1

DRILLER: Ervin Giguere
M.T.B. JOB NUMBER: 88-10
PROJECT NAME: Minimum Security Housing
LOCATION: Windham, Maine
LINE & STATION:
OFFSET:

GROUND WATER OBSERVATIONS
AT ____ FT. AFTER ____ HOURS
AT ____ FT. AFTER ____ HOURS

	CASING	SAMPLER	CORE BARREL
TYPE	HS	SS	
SIZE I.D.	2 1/2"	1 3/8"	
HAMMER WT.		140	
HAMMER FALL		30"	

DATE START 1/11/88 DATE FIN 1/11/88
SURFACE ELEV. 85.5 ±
GROUND WATER ELEV.

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE O.D.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT.	BLOWS PER 6" ON SAMPLER 0-6	6-12	12-18	VANE READING	DEPTH	STRATUM DESCRIPTION

Rod Probe

38-39	8	74-75	8
39-40	9	75-76	8
40-41	10	76-77	9
41-42	9	77-78	10
42-43	8	78-79	13
43-44	8	79-80	12
44-45	7	80-81	11
45-46	8	81-82	12
46-47	8	82-83	20
47-48	7	83-83.3	100
48-49	7		
49-50	7		
50-51	7		
51-52	6		
52-53	7		
53-54	7		
54-55	6		
55-56	8		
56-57	7		
57-58	7		
58-59	6		
59=60	7		
60-61	7		
61-62	6		
62-63	7		
63-64	6		
64-65	7		
65-66	6		
66-67	7		
67-68	8		
68-69	9		
69-70	8		
70-71	7		
71-72	8		
72-73	8		
73-74	9		

Refusal @ 83.3'

SAMPLES
D = Splite Spoon
C = 2" Shelby Tube
U = 3½" Shelby Tube

SOIL CLASSIFIED BY:
[X] Driller - Visually
[X] Soil Technican - Visually
[X] Laboratory Tests

REMARKS:
Stratification lines represent the approximate boundary between soil types, and the transition may be gradual.

HOLE NO. B-1

MTB-14

MAINE TEST BORINGS, INC.
BREWER, MAINE 04412

CLIENT: Allied Engineering

SHEET 1 OF 2
HOLE NO. B-2
B88-2

DRILLER: Ervin Giguere
PROJECT NAME: Minimum Security Housing
LINE & STATION:
M.T.B. JOB NUMBER: 88-10
LOCATION: Windham, Maine
OFFSET:

GROUND WATER OBSERVATIONS
AT ____ FT. AFTER ____ HOURS
AT ____ FT. AFTER ____ HOURS

	CASING	SAMPLER	CORE BARREL
TYPE	HW	SS	
SIZE I.D.	4"	1 3/8"	
HAMMER WT.	300	140	
HAMMER FALL	16"	30"	

DATE START 1/12/88 DATE FIN 1/12/88
SURFACE ELEV. 85.5 ±
GROUND WATER ELEV.

CASING BLOWS PER FOOT	SAMPLE NO.	O.D.	PEN.	REC.	DEPTH @ BOT	BLOWS PER 6" ON SAMPLER 0-6	6-12	12-18	VANE READING	DEPTH	STRATUM DESCRIPTION
Auger											Brown clayey silt w/sand (Fill)
"											
"	1D	2"	18"		3.5	9	16	11			w=17.6%
"											~ Medium Dense ~
"											
71	2D	2"	18"		6.5	10	9	9			w=14.9%
63											silty
59											Brown fine sand
36											
27											
59	3D	2"	18"		11.5	8	5	6			w=23.2%
44											
42											
37											
32											
36	4D	2"	18"		16.5	7	3	3		16.0	silty clay w/fine sand layers
37											Brown ~~fine sand w/clayey layers~~
32										18.0	w=40.5%
31											
32											~ Medium becoming...
37											
38	1U	3½"	24"		22.0	Hyd.	200	PSI			qu=.44 ksf w=45.7% qp=.5-1.0 ksf
33	3½x7	vane			22'7"				53/20	Sv=.63/.23 ksf	WL=55.8
31	3½x7	vane			23'2"				50/25	Sv=.58/.29 ksf	WP=26.0
32											
43											
42	2U	3½"	24"		27.0	Hyd.	200	PSI			qu=1.47 ksf w=44.1% qp=.6 ksf
39	3½x7	vane			27'7"				45/15	Sv=.53/.18 ksf	
37	3½x7	vane			28'2"				40/20	Sv=.47/.23 ksf	
39											
42											Gray silty clay w/sand layers
43	3U	3½"	24"		32.0	Hyd.	200	PSI			qu=1.41 ksf w=49.7% qp=1.0 ksf
44	3½x7	vane			32'7"				45/25	Sv=.53/.29 ksf	WL=55.4
42	3½x7	vane		0	32'7"						WP=27.5
40											... Soft ~
36											
43	4U	3½"	24"		37.0	Hyd.	200	PSI			qu=1.21 ksf w=47.8% qp=.5-1.0 ksf
44	3½x7	vane			37'7"				40/20	Sv=.47/.23 ksf	
49	3½x7	vane			38'2"				45/20	Sv=.47/.23 ksf	
52											

SAMPLES
D = Splite Spoon
C = 2" Shelby Tube
U = 3½" Shelby Tube

SOIL CLASSIFIED BY:
[X] Driller - Visually
[X] Soil Technican - Visually
[X] Laboratory Tests

REMARKS:
Stratification lines represent the approximate boundary between soil types, and the transition may be gradual.

HOLE NO. B-2

MTB-14
132

MAINE TEST BORINGS, INC. BREWER, MAINE 04412	CLIENT Allied Engineering	SHEET 2 OF 2 HOLE NO. B-2
DRILLER Ervin Giguere	PROJECT NAME Minimum Security Housing	LINE & STATION B88-2
M.T.B. JOB NUMBER 88-10	LOCATION Windham, Maine	OFFSET

GROUND WATER OBSERVATIONS

AT ____ FT. AFTER ____ HOURS

AT ____ FT. AFTER ____ HOURS

	CASING	SAMPLER	CORE BARREL
TYPE	HW	SS	
SIZE I.D.	4"	1 3/8"	
HAMMER WT.	300	140	
HAMMER FALL	16"	30"	

DATE START 1/12/88 DATE FIN. 1/12/88

SURFACE ELEV. 85.5 ±

GROUND WATER ELEV. ____

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE O.D.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT.	BLOWS PER 6" ON SAMPLER 0-6	6-12	12-18	VANE READING	DEPTH	STRATUM DESCRIPTION
	5U	3½"	24"		42.0	Hyd.	200	PSI		$S_v = \frac{.47}{.18}$ ksf	Gray silty clay w/sand layers
	3½x7	vane			42'7"				40/15	43.4	q_u = 1.14 ksf w = 55.2% q_p = .5 ksf
	3½x7	vane			43'2"				40/15		W_L = 54.9
										$S_r = \frac{.47}{.18}$ ksf	W_p = 29.6

Rod Probe

43-44	9
44-45	8
45-46	9
46-47	8
47-48	9
48-49	8
49-50	8
50-51	9
51-52	9
52-53	8
53-54	9
54-55	9
55-56	9
56-57	8
57-58	9
58-59	9
59-60	20
60-61	9
61-62	9
62-63	10
63-64	9
64-65	9
65-66	10
66-67	10
67-68	9
68-69	9
69-70	8
70-71	10

Bottom of Boring @ 71.0'

SAMPLES
D = Splite Spoon
C = 2" Shelby Tube
U = 3½" Shelby Tube

SOIL CLASSIFIED BY:
[X] Driller - Visually
[X] Soil Technican - Visually
[X] Laboratory Tests

REMARKS
Stratification lines represent the approximate boundary between soil types, and the transition may be gradual.

HOLE NO. B-2

MTB-14

MAINE TEST BORINGS, INC.
BREWER, MAINE 04412

CLIENT: Allied Engineering

SHEET 1 OF 1
HOLE NO. B-3

B88-3

DRILLER: Ervin Giguere

PROJECT NAME: Minimum Security Housing

LINE & STATION:

M.T.B. JOB NUMBER: 88-10

LOCATION: Windham, Maine

OFFSET:

GROUND WATER OBSERVATIONS
AT ____ FT. AFTER ____ HOURS
AT ____ FT. AFTER ____ HOURS

	CASING	SAMPLER	CORE BARREL
TYPE	HS	SS	
SIZE I.D.	2 1/2"	1 3/8"	
HAMMER WT.		140	
HAMMER FALL		30"	

DATE START 1/13/88 DATE FIN 1/13/88
SURFACE ELEV. 86.5±
GROUND WATER ELEV.

CASING BLOWS PER FOOT	SAMPLE NO.	O.D.	PEN.	REC.	DEPTH @ BOT.	BLOWS PER 6" ON SAMPLER 0-6	6-12	12-18	VANE READING	DEPTH	STRATUM DESCRIPTION
											~ Loose becoming ...
	1D	2"	18"		3.5	3	5	4			
	2D	2"	18"		6.5	6	7	7			... Medium Dense ~
											Brown fine sand and silt
	3D	2"	18"		11.5	7	8	7			
	4D	2"	18"		16.5	6	5	5		16.3	
											~ Medium becoming ...
	5D	2"	18"		21.5	3	2	3			Gray silty clay w/sand layers w = 41.7%
	6D	2"	18"		26.5	3	1	1		26.5	... Soft ~ w = 34.0%
											Bottom of Boring @ 26.5'
											Water @ 17.0' w/auger
											Water @ 9.3' w/out auger

SAMPLES
D = Splite Spoon
C = 2" Shelby Tube
U = 3½" Shelby Tube

SOIL CLASSIFIED BY:
[X] Driller - Visually
[X] Soil Technican - Visually
[X] Laboratory Tests

REMARKS
Stratification lines represent the approximate boundary between soil types, and the transition may be gradual.

HOLE NO. B-3

MTB-14
134

(6)

MAINE TEST BORINGS, INC.
BREWER, MAINE 04412

CLIENT
Allied Engineering

SHEET 1 OF 1
HOLE NO. B-4
B88-4

DRILLER
Ervin Giguere

PROJECT NAME
Minimum Security Housing

LINE & STATION

M.T.B. JOB NUMBER
88-10

LOCATION
Windham, Maine

OFFSET

GROUND WATER OBSERVATIONS
AT ____ FT. AFTER ____ HOURS
AT ____ FT. AFTER ____ HOURS

	CASING	SAMPLER	CORE BARREL
TYPE	HS	SS	
SIZE I.D.	2 1/2"	1 3/8"	
HAMMER WT.		140	
HAMMER FALL		30"	

DATE START 1/11/88 DATE FIN. 1/11/88
SURFACE ELEV. 83.5 ±
GROUND WATER ELEV. ____

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE O.D.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT.	BLOWS PER 6" ON SAMPLER 0-6	6-12	12-18	VANE READING	DEPTH	STRATUM DESCRIPTION
	1D	2"	18"		3.5	4	6	7			Brown silty fine sand
	2D	2"	18"		6.5	4	9	3			~Loose to Medium Dense~
	3D	2"	18"		11.5	6	7	7			~Medium Dense~ Brown silty fine sand ~~silt~~
	4D	2"	18"		16.5	4	5	5			~Stiff becoming... Brown very silty clay w/ fine sand layers
	D	2"	18"	0	21.5	3	2	2		23.0	...Medium ~
	5D	2"	18"		26.5	2	1	2		26.5	Gray silty clay w/fine sand layers ~Soft~ w = 39.3 %
											Bottom of Boring @ 26.5' Water @ 23.0' w/auger No auger Caved @ 8.0'

SAMPLES
D = Splite Spoon
C = 2" Shelby Tube
U = 3½" Shelby Tube

SOIL CLASSIFIED BY:
[X] Driller - Visually
[X] Soil Technican - Visually
[X] Laboratory Tests

REMARKS:
Stratification lines represent the approximate boundary between soil types, and the transition may be gradual.

HOLE NO. B-4

MTB-14

MAINE TEST BORINGS, INC.
BREWER, MAINE 04412

CLIENT: Allied Engineering

SHEET 1 OF 2
HOLE NO. B-5
B88-5

DRILLER: Ervin Giguere
PROJECT NAME: Minimum Security Housing
LINE & STATION:
M.T.B. JOB NUMBER: 88-10
LOCATION: Windham, Maine
OFFSET:

GROUND WATER OBSERVATIONS
AT ____ FT. AFTER ____ HOURS
AT ____ FT. AFTER ____ HOURS

	CASING	SAMPLER	CORE BARREL
TYPE	HS	SS	
SIZE I.D.	2 1/2"	1 3/8"	
HAMMER WT.		140	
HAMMER FALL		30"	

DATE START 1/12/88 DATE FIN. 1/12/88
SURFACE ELEV. 84.5 ±
GROUND WATER ELEV.

CASING BLOWS PER FOOT	SAMPLE NO.	O.D.	PEN.	REC.	DEPTH @ BOT	BLOWS PER 6" ON SAMPLER 0-6	6-12	12-18	VANE READING	DEPTH	STRATUM DESCRIPTION
											~ Medium Dense ~ Brown fine sandy silt w = 22.1%
	1D	2"	18"		3.5	7	6	7			
											Brown sand & silt w/trace of organics (Fill?) w = 20.9%
	2D	2"	18"		6.5	9	8	8			~ Medium Dense ~
											w = 25.4%
	3D	2"	18"		11.5	8	9	8			Brown fine sandy/silty
											~ Loose ~
	4D	2"	18"		16.5	3	2	3			Grayish - Brown clayey silty fine sand w = 32.8%
										20.7	
	5D	2"	18"		21.5	3	3	4			w = 49.8% qp = .2 ksf Gray silty clay w/sand layers
	6D	2"	18"		26.5	2	3	2		26.5	w = 41.8% qp = .22 ksf

Rod Probe

26-27	3	38-39	4	50-51	7
27-28	4	39-40	4	51-52	6
28-29	3	40-41	6	52-53	6
29-30	3	41-42	5	53-54	7
30-31	6	42-43	6	54-55	7
31-32	5	43-44	6	55-56	8
32-33	5	44-45	7	56-57	9
33-34	5	45-46	6	57-58	9
34-35	3	46-47	6	58-59	9
35-36	3	47-48	8	59-60	9
36-37	5	48-49	8	60-61	8
37-38	4	49-50	8	61-62	7

SAMPLES
D = Splite Spoon
C = 2" Shelby Tube
U = 3½" Shelby Tube

SOIL CLASSIFIED BY:
[X] Driller - Visually
[X] Soil Technican - Visually
[X] Laboratory Tests

REMARKS:
Stratification lines represent the approximate boundary between soil types, and the transition may be gradual.

HOLE NO. B-5

MTB-14
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MAINE TEST BORINGS, INC. BREWER, MAINE 04412	CLIENT Allied Engineering	SHEET 2 OF 2 HOLE NO. B-5 B88-5
DRILLER Ervin Giguere	PROJECT NAME Minimum Security Housing	LINE & STATION
M.T.B. JOB NUMBER 88-10	LOCATION Windham, Maine	OFFSET

GROUND WATER OBSERVATIONS

AT ____ FT. AFTER ____ HOURS

AT ____ FT. AFTER ____ HOURS

	CASING	SAMPLER	CORE BARREL
TYPE	HS	SS	
SIZE I.D.	2 1/2"	1 3/8"	
HAMMER WT.		140	
HAMMER FALL		30"	

DATE START 1/12/88 DATE FIN 1/12/88

SURFACE ELEV. 84.5 ±

GROUND WATER ELEV. ____

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE O.D.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT.	BLOWS PER 6" ON SAMPLER 0-6	6-12	12-18	VANE READING	DEPTH	STRATUM DESCRIPTION
											Rod Probe
											62-63 8
											63-64 8
											64-65 7
											65-66 7
											66-67 8
											67-68 8
											68-69 9
											69-70 9
											70-71 8
											Bottom of Boring @ 71.0'

SAMPLES
D = Splite Spoon
C = 2" Shelby Tube
U = 3½" Shelby Tube

SOIL CLASSIFIED BY:
[X] Driller - Visually
[X] Soil Technican - Visually
[X] Laboratory Tests

REMARKS
Stratification lines represent the approximate boundary between soil types, and the transition may be gradual.

HOLE NO. B-5

MTB-14

MAINE TEST BORINGS, INC.
BREWER, MAINE 04412

CLIENT: BH2M Engineers & Surveyors

SHEET 1 OF 1
HOLE NO. B-1

DRILLER: Gerry Rudnicki
PROJECT NAME: Treatment Plant
LINE & STATION: B84-1
M.T.B. JOB NUMBER: 84-177
LOCATION: South Windham, Maine
OFFSET:

GROUND WATER OBSERVATIONS
AT ____ FT. AFTER ____ HOURS
AT ____ FT. AFTER ____ HOURS

	CASING	SAMPLER	CORE BARREL
TYPE	HW	SS	
SIZE I.D.	4"	1 3/8"	
HAMMER WT.	300	140	
HAMMER FALL	16"	30"	

DATE START 10-3-84 DATE FIN. 10-3-84
SURFACE ELEV. 94.8
GROUND WATER ELEV. ____

CASING BLOWS PER FOOT	SAMPLE NO.	O.D.	PEN.	REC.	DEPTH @ BOT.	BLOWS PER 6" ON SAMPLER 0-6	6-12	12-18	VANE READING	DEPTH	STRATUM DESCRIPTION
Probe										0.8	Brown sandy silt w/trace of organics.
Auger											
"	1D	2"	18"		3.5	8	10	13		2.5	Brown silty mottled clay w/trace of organics.
"											
"											
39	2D	2"	18"		6.5	11	14	16			Brown silty mottled clay
61											~Hard to Very Stiff~
81											
90											
92											
73											
56	1U	3½"	24"		12.0	Hydraulic Push				11.5	
48	3½x7 vane				12.7				65/13		S_v = 0.76 / 0.14 Ksf S_v = 0.81 / 0.14 Ksf W = 39.2% LL = 42.9 q_p = 1.0~1.4 Ksf
43	3½x7 vane				13.2				69/13		Gray silty clay. PL = 25.5
38											
43											~Medium, becoming
46	2U	3½"	24"		17.0	Wt. of Man					
45	3½x7 vane				17.7				45/5		S_v = 0.53 / 0.06 Ksf Soft with depth~
47	3½x7 vane				18.2				45/5		S_v = 0.53 / 0.06 Ksf
45											
51											
30	3U	3½"	24"		22.0	Wt. of Man					
16	3½x7 vane				22.7				38/6		S_v = 0.44 / 0.07 Ksf
15	3½x7 vane				23.2				42/5		S_v = 0.49 / 0.06 Ksf
15											
										26.0	
	4U	3½"	24"		27.0	Wt. of Man					S_v = 0.35 / 0.06 Ksf W = 33.7% q_p = 0.5 Ksf
	3½x7 vane				27.7				30/5		S_v = 0.40 / 0.06 Ksf LL = 34.0 ~Soft~
WoM	3½x7 vane				28.2				34/5	28.2	PL = 21.5 Gray silty clay w/trace of sand layers.
"											
"											Rod probe
"											
"											
"											
Wo2M											
"											
"											
7											
50										38.8	
											Refusal @ 38.8'

SAMPLES
D = Splite Spoon
C = 2" Shelby Tube
U = 3½" Shelby Tube

SOIL CLASSIFIED BY:
[x] Driller - Visually
[x] Soil Technican - Visually
[✓] Laboratory Tests

REMARKS:

MAINE TEST BORINGS, INC. BREWER, MAINE 04412	CLIENT BH2M Engineers & Surveyors	SHEET 1 OF 1 HOLE NO. B-2
DRILLER Gerry Rudnicki	PROJECT NAME Treatment Plant	LINE & STATION B84-2
M.T.B. JOB NUMBER 84-177	LOCATION South Windham, Maine	OFFSET

GROUND WATER OBSERVATIONS

AT _____ FT. AFTER _____ HOURS

AT _____ FT. AFTER _____ HOURS

	CASING	SAMPLER	CORE BARREL
TYPE	HS	SS	
SIZE I.D.	2½"	1 3/8"	
HAMMER WT.		140	
HAMMER FALL		30"	

DATE START 10-3-84 DATE FIN. 10-3-84

SURFACE ELEV. 94.6

GROUND WATER ELEV. _____

CASING BLOWS PER FOOT	SAMPLE NO.	O.D.	PEN.	REC.	DEPTH @ BOT.	BLOWS PER 6" ON SAMPLER 0-6	6-12	12-18	VANE READING	DEPTH	STRATUM DESCRIPTION
										0.5	~~Brown fine sandy silt w/trace of organic~~
										1.5	Br. silty mottled clay w/tr. of organics.
	1D	2"	18"		3.5	11	16	18			Brown silty mottled clay. ~Hard to Very Stiff~
	C	2"	24"		7.0	Hydraulic Push					
	2D	2"	24"		7.0	Hydraulic Push					
	2x3	vane			7.3				50+	S_v = 4.0+ Ksf	
										9.0	Gray silty clay.
	1C	2"	24"		12.0	Wt. of Man					q_u = 1.2 Ksf W = 39.1% q_p = 0.6 ~ 1.4 Ksf
	2x7	vane			12.7				22/12	S_v = 0.82/0.44 Ksf	
	2x7	vane			13.2				20/10	S_v = 0.74/0.37 Ksf	
											~ Medium ~
	3D	2"	18"		16.5	Wt. of Man					
	2x7	vane			17.1				20/8	S_v = 0.74/0.30 Ksf	
	2x7	vane			18.8				21/8	S_v = 0.78/0.30 Ksf	
										18.8	Bottom of boring @ 18.8'

SAMPLES
D = Splite Spoon
C = 2" Shelby Tube
U = 3½" Shelby Tube

SOIL CLASSIFIED BY:
[X] Driller - Visually
[×] Soil Technican - Visually
[×] Laboratory Tests

REMARKS:

(3)

HOLE NO. B-2

MTB-14

MAINE TEST BORINGS, INC.
BREWER, MAINE 04412

CLIENT
BH2M Engineers & Surveyors

SHEET 1 OF 1
HOLE NO. B-3

DRILLER: Gerry Rudnicki
PROJECT NAME: Treatment Plant
LINE & STATION: B84-3
M.T.B. JOB NUMBER: 84-177
LOCATION: South Windham, Maine
OFFSET:

GROUND WATER OBSERVATIONS
AT ____ FT. AFTER ____ HOURS
AT ____ FT. AFTER ____ HOURS

	CASING	SAMPLER	CORE BARREL
TYPE	HS	SS	
SIZE I.D.	2½"	1 3/8"	
HAMMER WT.		140	
HAMMER FALL		30"	

DATE START 10-3-84 DATE FIN. 10-3-84
SURFACE ELEV. 93.4
GROUND WATER ELEV.

CASING BLOWS PER FOOT	SAMPLE NO.	O.D.	PEN.	REC.	DEPTH @ BOT.	BLOWS PER 6" ON SAMPLER 0-6	6-12	12-18	VANE READING	DEPTH	STRATUM DESCRIPTION
										0.8	Brown fine sandy silt w/trace of organic
	1D	2"	18"		3.5	9	15	15		3.0	Brown silty mottled clay w/trace of organics. ~Hard~
											Brown silty mottled clay.
	1C	2"	24"		7.0	Hydraulic Push					
	2x3	vane			7.3				50+	S_V = 4.0+ Ksf	~Hard to Stiff~
										10.2	W = 32.0% q_p = 3.0 ~ 3.6 Ksf
											q_u = 0.5~0.8 Ksf W = 44.9% q_p = 0.4 ~ 1.4 Ksf
	2C	2"	24"		12.0	Wt. of Man					Gray silty clay.
	2x7	vane			12.7				18/5	S_V = 0.67 / 0.19 Ksf	
	2x7	vane			13.2				15/5	S_V = 0.56 / 0.19 Ksf	
										14.0	~Soft to Medium~
											q_u = 0.8 ~ 0.9 Ksf W = 47.8% q_p = 0.6 ~ 1.2 Ksf
											Gray silty clay w/trace of sand layers.
	3C	2"	24"		17.0	Wt. of Man				S_V = 0.59 / 0.15 Ksf	
	2x7	vane			17.7				16/4	S_V = 0.63 / 0.26 Ksf	
	2x7	vane			18.2				17/7	18.2	~Soft to Medium~
											Bottom of boring @ 18.2'

SAMPLES
D = Splite Spoon
C = 2" Shelby Tube
U = 3½" Shelby Tube

SOIL CLASSIFIED BY:
[X] Driller - Visually
[X] Soil Technican - Visually
[✓] Laboratory Tests

REMARKS:

(4)

HOLE NO. B-3

MTB 1-80

MAINE TEST BORINGS, INC.
BREWER, MAINE 04412

CLIENT
BH2M Engineers & Surveyors

SHEET 1 OF 1
HOLE NO. B-4

DRILLER
Gerry Rudnicki

PROJECT NAME
Treatment PLant

LINE & STATION B84-4

M.T.B. JOB NUMBER
84-177

LOCATION
South Windham, Maine

OFFSET

GROUND WATER OBSERVATIONS
AT ____ FT. AFTER ____ HOURS
AT ____ FT. AFTER ____ HOURS

	CASING	SAMPLER	CORE BARREL
TYPE	HS	SS	
SIZE I.D.	2½"	1 3/8"	
HAMMER WT.		140	
HAMMER FALL		30"	

DATE START 10-3-84 DATE FIN 10-3-84
SURFACE ELEV. 92.6
GROUND WATER ELEV. ____

CASING BLOWS PER FOOT	SAMPLE NO.	O.D.	PEN.	REC.	DEPTH @ BOT.	BLOWS PER 6" ON SAMPLER 0-6	6-12	12-18	VANE READING	DEPTH	STRATUM DESCRIPTION
										1.0	Brown fine sandy silt w/trace of organi
	1D	2"	18"		3.5	15	21	30		2.3	Brown silty mottled clay w/trace organi
											Brown silty mottled clay.
											q_u = 6.7~6.9 Ksf w = 31.2% q_p = 6.0~8.0 Ksf
	1C	2"	24"		7.0	Hydraulic Push					~Hard to Very Stiff~
	2x3	vane			7.3				48/15		S_v = 3.86/1.21 Ksf
	2x3	vane			7.3				50/21	8.5	S_v = 4.02/1.69 Ksf
											Gray silty clay.
	2C	2"	24"		12.0	Wt. of Man					q_u = 0.9 Ksf w = 44.4% q_p = 0.5~2.5 Ksf
	2x7	vane			12.7				15/6		S_v = 0.56/0.22 Ksf
	2x7	vane			13.2				19/7		S_v = 0.70/0.26 Ksf
											~Medium to Soft~
											q_u = 0.6 Ksf w = 46.6% q_p = 0.5 Ksf
	3C	2"	24"		17.0	Wt. of Man					S_v = 0.67/0.26 Ksf
	2x7	vane			17.7				18/7		S_v = 0.67/0.30 Ksf
	2x7	vane			18.3				18/8	18.2	
											Bottom of boring @ 18.2'

SAMPLES
D = Splite Spoon
C = 2" Shelby Tube
U = 3½" Shelby Tube

SOIL CLASSIFIED BY:
[X] Driller - Visually
[X] Soil Technican - Visually
[X] Laboratory Tests

REMARKS:

(5)

HOLE NO. B-4

MTB-14

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-201**
SHEET: 1 OF 1
PROJECT NO.: 13-0876.1
DATE START: 12/12/2013
DATE FINISH: 12/12/2013
ELEVATION:
SWC REP.: E. WALKER

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	SSA	4" O.D.		
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
ALL SOILS MOIST

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									1.0'	VEGETATION / DARK BROWN SILTY SAND WITH ORGANICS (TOPSOIL)
	1D	24"	24"	2.0'	1	3	4	4		GRAY-BROWN SILTY CLAY WITH FREQUENT SAND SEAMS
									4.0'	~ STIFF ~
									4.7'	PROBABLE WEATHERED BEDROCK
										REFUSAL @ 4.7'
										PROBABLE BEDROCK

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

11

BORING NO.: **B-201**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-202**
SHEET: 1 OF 2
PROJECT NO.: 13-0876.1
DATE START: 12/12/2013
DATE FINISH: 12/12/2013
ELEVATION:
SWC REP.: E. WALKER

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	SSA	4" O.D.		
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS MOIST FROM GROUND SURFACE TO 10'+/-
SOILS SATURATED BELOW 10' +/-

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.8'	VEGETATION / BROWN CLAYEY SILT AND SAND WITH ORGANICS (TOPSOIL)
	1D	24"	20"	2.0'	1	2	3	4		BROWN SANDY SILTY CLAY WITH ROOTS TO 2'
									3.0'	~ STIFF ~
										BROWN SILTY CLAY
										w = 31.5% q_p = 6 KSF
	2D	24"	24"	7.0'	5	6	8	11		~ VERY STIFF ~
									10.0'	
										w = 34.5% q_p = 5 KSF
	3D	24"	24"	12.0'	3	4	4	6		GRAY-BROWN SILTY CLAY
									13.0'	~ VERY STIFF ~
										w = 44.2%
	4D	24"	24"	17.0'	WOH - 18"			1		GRAY WITH BLACK STREAKING SILTY CLAY
										~ MEDIUM TO SOFT ~
										FREQUENT SAND SEAMS @ SAMPLE 5D
	5D	24"	24"	38.0'	WOR - 24"					BEGIN ROD PROBE @ 38'
										ADVANCE ROD PROBE BY HYDRAULIC PUSH

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS: CONTINUED…

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

12

BORING NO.: **B-202**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-202**
SHEET: 2 OF 2
PROJECT NO.: 13-0876.1

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 12/12/2013
DATE FINISH: 12/12/2013
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	SSA	4" O.D.		
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS MOIST FROM GROUND SURFACE TO 10'+/-
SOILS SATURATED BELOW 10' +/-

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
										PROBABLE GRAY SILTY CLAY
										ADVANCE ROD PROBE BY HYDRAULIC PUSH
										HYDRAULIC PUSH REFUSAL @ 45.0'
									45.0'	ADVANCE ROD PROBE BY 140 LB. HAMMER : 25 BLOWS FOR NO PENETRATION
										BOTTOM OF EXPLORATION @ 45.0'

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

13

BORING NO.: **B-202**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-202A**
SHEET: 1 OF 1
PROJECT NO.: 13-0876.1
DATE START: 12/13/2013
DATE FINISH: 12/13/2013
ELEVATION:
SWC REP.: E. WALKER

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	140 LBS.	30"
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS SATURATED BELOW 10' +/-

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
										ADVANCE BY ROLLER CONE TO 15.0'
	1V			15.8'	3 5/8" X 7" VANE					VANE SHEAR ATTEMPTED - NO ROTATION - STIFF CLAY OR SAND SEAM
										GRAY SILTY CLAY
										~ MEDIUM TO SOFT ~
	1C	24"		22.0'	PISTON SAMPLER					W_L = 38 W_P = 23 w = 43.4%
	2V			22.8'	3 5/8" X 7" VANE					S_v = 0.59 KSF / 0.05 KSF
	2V'			23.6'	3 5/8" X 7" VANE					S_v = 0.58 KSF / 0.08 KSF
	2C	24"		32.0'	PISTON SAMPLER					W_L = 28 W_P = 17 w = 34.7%
	3V			32.8'	3 5/8" X 7" VANE					S_v = 0.65 KSF / 0.08 KSF
	3V'			33.6'	3 5/8" X 7" VANE				33.6'	S_v = 0.67 KSF / 0.05 KSF
										BOTTOM OF EXPLORATION @ 33.6'

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

14

BORING NO.: **B-202A**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-203**
SHEET: 1 OF 1
PROJECT NO.: 13-0876.1
DATE START: 12/12/2013
DATE FINISH: 12/12/2013
ELEVATION:
SWC REP.: E. WALKER

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	SSA	4" O.D.		
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS MOIST FROM GROUND SURFACE TO 5'+/-
SOILS SATURATED BELOW 5' +/-

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									1.0'	VEGETATION / DARK BROWN SANDY SILTY CLAY WITH ORGANICS (TOPSOIL)
	1D	24"	16"	2.0'	1	1	3	4		BROWN SILTY CLAY WITH ORGANICS/ROOTS TO 2' +/-
										~ STIFF ~
									5.0'	
										GRAY-BROWN SILTY CLAY WITH SAND SEAMS
	2D	24"	24"	7.0'	2	1	2	2		~ MEDIUM ~
									8.0'	
									9.0'	GRAY SILTY CLAY ~ MEDIUM ~
									10.2'	PROBABLE WEATHERED BEDROCK
										REFUSAL @ 10.2'
										PROBABLE BEDROCK

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

15

BORING NO.: **B-203**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-204**
SHEET: 1 OF 1
PROJECT NO.: 13-0876.1

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 12/12/2013
DATE FINISH: 12/12/2013
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	SSA	4" O.D.		
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS MOIST FROM GROUND SURFACE TO 5',
WET BELOW 5', SATURATED BELOW 13' +/-

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									1.0'	VEGETATION / BROWN SILTY CLAYEY SAND WITH ORGANICS (TOPSOIL)
	1D	24"	16"	2.0'	2	3	3	4		BROWN SILTY CLAY WITH ORGANICS (FILL) ~ LOOSE ~
									5.0'	
	2D	24"	18"	7.0'	1	1	1	1		BROWN SILTY CLAY WITH ORGANICS (FILL) ~ LOOSE ~
									10.0'	
	3D	24"	16"	12.0'	4	7	12	20		BROWN SILTY CLAY WITH SAND SEAMS (POSSIBLE REWORKED / FILL) ~ STIFF ~
									13.0'	
	4D	24"	24"	17.0'	1	2	3	2		BROWN SILTY CLAY q_p = 2 KSF ~ MEDIUM ~ q_p = 1.5 KSF
										BEGIN ROD PROBE @ 17' ADVANCE ROD PROBE BY HYDRAULIC PUSH
										PROBABLE SILTY CLAY
									24.0'	HYDRAULIC PUSH REFUSAL @ 24.0'
										BOTTOM OF EXPLORATION @ 24.0'

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

16

BORING NO.: **B-204**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-205**
SHEET: 1 OF 2
PROJECT NO.: 13-0876.1
DATE START: 12/12/2013
DATE FINISH: 12/12/2013
ELEVATION:
SWC REP.: E. WALKER

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	SSA	4" O.D.		
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS MOIST FROM GROUND SURFACE TO 12' +/-
SOILS SATURATED BELOW 12' +/-

CASING BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.8'	VEGETATION / BROWN SILTY SAND WITH ORGANICS (TOPSOIL / FILL)
	1D	24"	14"	2.0'	3	4	5	5		BROWN SILTY SAND (FILL) ~ LOOSE ~
	2D	24"	18"	7.0'	2	1	2	3	7.0'	
	3D	24"	14"	12.0'	2	4	5	6	15.0'	BROWN SILT AND FINE SAND (POSSIBLE FILL) ~ LOOSE ~
	4D	24"	24"	17.0'	2	2	3	3	20.0'	q_p = 3.5-4 KSF BROWN SILTY CLAY ~ STIFF ~
										GRAY-BROWN SILTY CLAY
	5D	24"	24"	22.0'	WOH - 18"			1	21.5'	~ MEDIUM ~
										GRAY SILTY CLAY BEGIN ROD PROBE @ 22' ADVANCE ROD PROBE BY HYDRAULIC PUSH

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS: CONTINUED…

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

17

BORING NO.: **B-205**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-205**
SHEET: 2 OF 2
PROJECT NO.: 13-0876.1
DATE START: 12/12/2013
DATE FINISH: 12/12/2013
ELEVATION:
SWC REP.: E. WALKER

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	SSA	4" O.D.		
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS MOIST FROM GROUND SURFACE TO 12' +/-
SOILS SATURATED BELOW 12' +/-

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
										PROBABLE GRAY SILTY CLAY
										ADVANCE ROD PROBE BY HYDRAULIC PUSH
									68.0'	HYDRAULIC PUSH REFUSAL @ 68.0'
										BOTTOM OF EXPLORATION @ 68.0'

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

18

BORING NO.: **B-205**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-206**
SHEET: 1 OF 2
PROJECT NO.: 13-0876.1
DATE START: 12/12/2013
DATE FINISH: 12/12/2013
ELEVATION:
SWC REP.: E. WALKER

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	SSA	4" O.D.		
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS MOIST FROM GROUND SURFACE TO 10'+/-
SOILS SATURATED BELOW 10' +/-

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									1.0'	VEGETATION / BROWN SANDY SILTY CLAY WITH ORGANICS (TOPSOIL)
	1D	24"	14"	2.0'	2	3	3	5		BROWN SANDY SILTY CLAY WITH ORGANICS TO 2' +/-
									3.0'	~ STIFF ~
	2D	24"	22"	7.0'	2	4	5	4		BROWN SILTY CLAY WITH OCCASIONAL SAND SEAMS q_p = 4-5 KSF ~ VERY STIFF TO STIFF ~
									10.0'	
	3D	24"	22"	12.0'	1	2	2	2		w = 44.1% GRAY-BROWN SILTY CLAY WITH OCCASIONAL SAND SEAMS
									13.0'	~ MEDIUM ~
	4D	24"	22"	17.0'	WOH - 24"					GRAY WITH BLACK STREAKING SILTY CLAY ~ MEDIUM ~ w = 57.0% BEGIN ROD PROBE @ 38' ADVANCE ROD PROBE BY HYDRAULIC PUSH

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS: CONTINUED…

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-206**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-206**
SHEET: 2 OF 2
PROJECT NO.: 13-0876.1
DATE START: 12/12/2013
DATE FINISH: 12/12/2013
ELEVATION:
SWC REP.: E. WALKER

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	SSA	4" O.D.		
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS MOIST FROM GROUND SURFACE TO 10'+/-
SOILS SATURATED BELOW 10' +/-

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
										PROBABLE GRAY SILTY CLAY
										ADVANCE ROD PROBE BY HYDRAULIC PUSH
										~ MEDIUM ~
									66.0'	HYDRAULIC PUSH REFUSAL @ 66.0'
										ADVANCE ROD PROBE BY 140 LB. HAMMER : 50 BLOWS FOR 2"
									66.2'	PROBABLE WEATHERED BEDROCK OR DENSE GRANULAR SOILS
										BOTTOM OF EXPLORATION @ 66.2'

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

20

BORING NO.: **B-206**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-206A**
SHEET: 1 OF 1
PROJECT NO.: 13-0876.1
DATE START: 12/13/2013
DATE FINISH: 12/13/2013
ELEVATION:
SWC REP.: E. WALKER

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	140 LBS.	30"
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS SATURATED BELOW 10' +/-

CASING BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
										ADVANCE BY ROLLER CONE TO 15.0'
										SEE BORING B-206 FOR APPROXIMATE STRATA
										GRAY SILTY CLAY
	1V			15.8'	3 5/8" X 7" VANE					S_v = 0.65 KSF / 0.05 KSF ~ MEDIUM ~
	1V'			16.6'	3 5/8" X 7" VANE					S_v = 0.59 KSF / 0.08 KSF
	1C	24"		22.0'	PISTON SAMPLER					W_L = 63 W_P = 26 w = 58.2%
	2V			22.8'	3 5/8" X 7" VANE					S_v = 0.59 KSF / 0.05 KSF
	2V'			23.6'	3 5/8" X 7" VANE					S_v = 0.54 KSF / 0.05 KSF
										~ SOFT ~
										BLACK STREAKING IN CUTTINGS @ 28' +/-
	2C	24"		32.0'	PISTON SAMPLER					W_L = 43 W_P = 23 w = 44.7%
	3V			32.8'	3 5/8" X 7" VANE					S_v = 0.43 KSF / 0.02 KSF
	3V'			33.6'	3 5/8" X 7" VANE				33.6'	S_v = 0.58 KSF / 0.0 KSF
										BOTTOM OF EXPLORATION @ 33.6'

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

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BORING NO.: **B-206A**

APPENDIX B

CURRENT EXPLORATIONS AND LABORATORY TESTING

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-301**
SHEET: 1 OF 1
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 7/30/2014
DATE FINISH: 7/30/2014
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH.	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS SATURATED AT SURFACE

CAS NG BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.5'	VEGETATION / BROWN CLAYEY SILTY SAND WITH ORGANICS (TOPSOIL)
	1D	24"	14"	2.0'	1-12"		1	3	2.0'	GRAY-BROWN CLAYEY SILT AND FINE SAND ~ STIFF ~
										GRAY-BROWN SILTY CLAY
										q_p = 2.5 - 4 KSF
	2D	24"	18"	7.0'	2	3	3	4		~ STIFF ~
									9.0'	
										GRAY SILTY CLAY
	3D	24"	22"	12.0'	1-12"		1	3	11.7	~ MEDIUM ~
									12.5	ORANGE-BROWN SILT AND FINE SAND ~ LOOSE ~
									14.5'	PROBABLE WEATHERED BEDROCK - ADVANCE BY ROLLER CONE
										REFUSAL @ 14.5'
										PROBABLE BEDROCK

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-301**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-302**
SHEET: 1 OF 1
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 7/30/2014
DATE FINISH: 7/30/2014
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS WET @ SURFACE,
SATURATED BELOW 15' +/-

CAS NG BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.5'	VEGETATION / BROWN SILTY CLAY WITH ORGANICS
	1D	24"	16"	2.0'	1	1	2	3	2.0'	GRAY-BROWN SILTY CLAY WITH ROOTLETS ~ STIFF ~
										BROWN SILTY CLAY
	2D	24"	24"	7.0'	3	3	5	5		~ VERY STIFF ~ q_p = 5 KSF
	3D	24"	24"	12.0'	1	1	2	2		~ MEDIUM ~ q_p = 1.5 KSF
									12.5'	
										GRAY SILTY CLAY
	4D	24"	24"	17.0'	WOH-18"			1		~ MEDIUM ~
									19.2'	
	5D	10"	8"	20.8'	6	50-4"			20.2'	GRAY SILTY SAND, SOME GRAVEL (GLACIAL TILL) ~ MEDIUM DENSE ~
									20.8'	WEATHERED BEDROCK
										BOTTOM OF EXPLORATION @ 20.8'

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-302**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-303**
SHEET: 1 OF 1
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 7/30/2014
DATE FINISH: 7/30/2014
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS SATURATED @ SURFACE

CAS NG BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									1.0'	VEGETATION / BROWN CLAYEY SILTY SAND WITH ORGANICS (TOPSOIL)
	1D	24"	18"	2.0'	3	3	4	4	2.0'	GRAY-BROWN SILTY CLAY, SOME FINE SAND
										BROWN-GRAY SILTY CLAY WITH FINE SAND SEAMS
	2D	24"	22"	7.0'	1	2	2	2		~ MEDIUM TO STIFF ~ q_p = 2 - 2.5 KSF
	3D	24"	24"	12.0'	1-12"		1	1	12.0'	
										GRAY SILTY CLAY
										~ MEDIUM ~
	1V			15.8'	3 5/8" X 7" VANE					VANE SHEAR ATTEMPTED - NO ROTATION
	4D	24"	22"	17.0'	WOH - 12"		2	6	16.5'	
									17.5'	BROWN FINE SAND, SOME SILT ~ MEDIUM DENSE ~
									19.0'	PROBABLE WEATHERED BEDROCK - ADVANCE BY ROLLER CONE
										REFUSAL @ 19.0'
										PROBABLE BEDROCK

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-303**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-304**
SHEET: 1 OF 2
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 7/30/2014
DATE FINISH: 7/30/2014
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS DAMP @ SURFACE, MOIST BELOW 6' +/-,
SATURATED BELOW 15' +/-

CAS NG BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.5'	VEGEATION / GRAY-BROWN SILTY CLAY WITH ROOTLETS (TOPSOIL)
	1D	24"	16"	2.0'	3	3	4	5	2.0'	GRAY-BROWN SILTY CLAY (REWORKED / DISTURBED SOILS)
	2D	24"	18"	4.0'	7	12	20	20		~ VERY STIFF ~ q_p = 8 KSF
	3D	24"	22"	7.0'	5	7	9	9		q_p = 5 - 6 KSF
										BROWN SILTY CLAY WITH OCCASIONAL FINE SAND SEAMS
	4D	24"	24"	12.0'	5	5	5	5		~ STIFF ~ q_p = 3.5 - 4 KSF
	5D	24"	24"	17.0'	1	2	3	3		q_p = 2.5 - 3 KSF
									19.5'	
	6D	24"	24"	22.0'	WOH - 18"			2		GRAY SILTY CLAY ~ MEDIUM ~
	7D	24"	24"	27.0'	WOH - 12"		1	1		WITH BLACK STREAKING BELOW 25'
	8D	24"	24"	32.0'	WOR - 18"			WOH		ADVANCE BY ROLLER CONE BELOW 32' GRAY SILTY CLAY

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS: CONTINUED…

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-304**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-304**
SHEET: 2 OF 2
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 7/30/2014
DATE FINISH: 7/30/2014
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS DAMP @ SURFACE, MOIST BELOW 6' +/-,
SATURATED BELOW 15' +/-

CAS NG BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
										GRAY SILTY CLAY ADVANCE BY ROLLER CONE
									62.5'	
										DENSE GRANULAR SOILS OR WEATHERED BEDROCK
									64.5'	ADVANCE BY ROLLER CONE
										REFUSAL @ 64.5' PROBABLE BEDROCK

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-304**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-304A**
SHEET: 1 OF 2
PROJECT NO.: 13-0876.2
DATE START: 7/30/2014
DATE FINISH: 7/30/2014
ELEVATION:
SWC REP.: E. WALKER

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS SATURATED BELOW 10' +/-

CAS NG BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.5' +/-	VEGETATION / BROWN SILTY CLAY WITH ORGANICS (TOPSOIL)
										ADVANCE BY ROLLER CONE TO 20'
										BROWN SILTY CLAY NO SAMPLING - OBSERVATION OF WASH
									13.0'	WASH TURNS GRAY-BROWN @ 13' +/-
										GRAY-BROWN SILTY CLAY
									16.0'	WASH TURNS GRAY @ 16' +/-
										GRAY SILTY CLAY
	1C	24"	24"	22.0'	PISTON SAMPLER					
	1V			22.8'	3 5/8" X 7" VANE					S_v = 0.87 KSF / 0.11 KSF ~ MEDIUM ~
	1V'			23.6'	3 5/8" X 7" VANE					S_v = 0.71 KSF / 0.11 KSF
	2V			25.8'	3 5/8" X 7" VANE					S_v = 0.87 KSF / 0.15 KSF
	2V'			26.6'	3 5/8" X 7" VANE					S_v = 0.85 KSF / 0.16 KSF
	2C	24"	24"	22.0'	PISTON SAMPLER					
	3V			22.8'	3 5/8" X 7" VANE					S_v = 0.98 KSF / 0.20 KSF
	3V'			23.6'	3 5/8" X 7" VANE					S_v = 0.92 KSF / 0.17 KSF

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS: CONTINUED…

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-304A**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-304A**
SHEET: 2 OF 2
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 7/30/2014
DATE FINISH: 7/30/2014
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS SATURATED BELOW 10' +/-

CAS NG BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
										GRAY SILTY CLAY ADVANCE BY ROLLER CONE
									55.0'	
									58.0'	PROBABLE GLACIAL TILL - ADVANCE BY ROLLER CONE
									58.5'	PROBABLE WEATHERED BEDROCK - ADVANCE BY ROLLER CONE
										REFUSAL @ 58.5' PROBABLE BEDROCK

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-304A**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-305**
SHEET: 1 OF 1
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 8/4/2013
DATE FINISH: 8/4/2013
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	SSA	4" O.D.		
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
ALL SOILS MOIST

CAS NG BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
										VEGETATION / BROWN SILTY SAND WITH ROOTLETS (TOPSOIL)
	1D	24"	18"	2.0'	3	2	2	3	1.8'	
										WEATHERED BEDROCK - ADVANCE BY AUGER
									4.0'	
										REFUSAL @ 4.0'
										BEDROCK
										NOTE: MOVED 8' NORTH - REFUSAL @ 4.5'

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-305**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-306**
SHEET: 1 OF 1
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 7/31/2014
DATE FINISH: 7/31/2014
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	SSA	4" O.D.		
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
ALL SOILS MOIST

CAS NG BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									1.0'	VEGETATION / BROWN CLAYEY SILT, SOME SAND WITH ORGANICS (TOPSOIL)
	1D	24"	18"	2.0'	2	2	2	2		BROWN CLAYEY SILT, SOME SAND
	2D	9"	6"	2.7'	6	50-3"			2.5'	~ LOOSE ~
									3.0'	WEATHERED BEDROCK
										REFUSAL @ 3.0'
										BEDROCK

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-306**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-307**
SHEET: 1 OF 1
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 7/31/2014
DATE FINISH: 7/31/2014
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS MOIST @ SURFACE,
SATURATED BELOW 5' +/-

CAS NG BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.5'	VEGETATION / BROWN CLAYEY SILT WITH ORGANICS (TOPSOIL/FILL)
	1D	24"	20"	2.0'	1	2	3	4	2.0'	BROWN CLAYEY SILTY SAND WITH ASH (FILL) ~ LOOSE ~
	2D	24"	16"	4.0'	3	2	2	2	5.0'	BROWN SILT AND SAND (FILL) ~ LOOSE ~
	3D	24"	18"	7.0'	WOH - 24"				9.0'	GRAY SILTY SAND, SOME GRAVEL (FILL) ~ VERY LOOSE ~
	4D	24"	24"	12.0'	1	4	7	8		BROWN-GRAY SILTY CLAY WITH FREQUENT SAND SEAMS
	5D	24"	24"	17.0'	3	4	4	6		BECOMES MORE GRAY IN COLOR @ 5D
									18.0'	INCREASED DRILL RESISTANCE @ 18'
									19.5'	PROBABLE GRANULAR SOILS - SAND OR GLACIAL TILL
									20.5'	PROBABLE WEATHERED BEDROCK
										REFUSAL @ 20.5' PROBABLE BEDROCK

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-307**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-308**
SHEET: 1 OF 2
PROJECT NO.: 13-0876.2
DATE START: 7/31/2014
DATE FINISH: 7/31/2014
ELEVATION:
SWC REP.: E. WALKER

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS MOIST @ SURFACE,
SATURATED BELOW 5' +/-

CAS NG BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.5'	VEGETATION / BROWN SILT AND SAND WITH ORGANICS (TOPSOIL / FILL)
	1D	24"	18"	2.0'	2	3	3	3		
										BROWN SILT AND SAND WITH TRACE ORGANICS (FILL)
	2D	24"	18"	4.0'	3	4	6	6		~ LOOSE TO MEDIUM DENSE ~
									5.0'	
	3D	24"	22"	7.0'	WOH - 24"				8.0'	GRAY AND BROWN SILT, SOME FINE SAND. WITH ORGANICS (FILL) ~ VERY LOOSE ~
									11.0'	GRAY SILT AND FINE SAND ~ LOOSE ~
	4D	24"	24"	12.0'	2	2	2	4		BROWN SILTY CLAY WITH FREQUENT FINE SAND SEAMS
									15.0'	
	5D	24"	24"	17.0'	WOR - 12"		WOH - 12"			VARVED GRAY SILTY CLAY AND SILTY FINE SAND ~ MEDIUM / LOOSE ~
									20.0'	
	6D	24"	24"	22.0'	WOR - 12"		WOH - 12"			GRAY SILTY CLAY
	1V			25.8'	3 5/8" X 7" VANE					S_v = 0.50 KSF / 0.02 KSF ~ SOFT ~
	1V'			26.6'	3 5/8" X 7" VANE					S_v = 0.43 KSF / 0.02 KSF
	2V			45.8'	3 5/8" X 7" VANE					S_v = 0.54 KSF / 0.01 KSF ~ MEDIUM ~
	2V'			46.6'	3 5/8" X 7" VANE					S_v = 0.49 KSF / 0.02 KSF ~ SOFT ~

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS: CONTINUED…

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-308**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-308**
SHEET: 2 OF 2
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 7/31/2014
DATE FINISH: 7/31/2014
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS MOIST @ SURFACE,
SATURATED BELOW 5' +/-

CAS NG BLOWS PER FOOT	SAMPLE NO.	SAMPLE PEN.	SAMPLE REC.	SAMPLE DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
										GRAY SILTY CLAY
	3V			45.8'	3 5/8" X 7" VANE					S_v = 0.66 KSF / 0.07 KSF ~ MEDIUM ~
	3V'			46.6'	3 5/8" X 7" VANE					S_v = 0.65 KSF / 0.08 KSF
									69.0'	INCREASED DRILL RESISTANCE @ 69'
										PROBABLE GRANULAR SOILS - SAND OR GLACIAL TILL
									72.5'	REFUSAL @ 72.5'
										PROBABLE BEDROCK

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-308**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-309**
SHEET: 1 OF 2
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 8/4/2014
DATE FINISH: 8/4/2014
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS WET @ SURFACE
SATURATED BELOW 5' +/-

CAS NG BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									1.0'	VEGETATION / BROWN CLAYEY SILT WITH ORGANICS (TOPSOIL)
	1D	24"	16"	2.0'	1	2	3	4		VARVED GRAY-BROWN CLAYEY SILT AND SILTY FINE SAND
									4.5'	
	2D	24"	24"	7.0'	WOH - 24"					GRAY SILTY CLAY WITH OCCASIONAL FINE SAND SEAMS
	1V			10.8'	3 5/8" X 7" VANE					S_v = 0.49 KSF / 0.02 KSF ~ SOFT ~
	1V'			11.6'	3 5/8" X 7" VANE					S_v = 0.50 KSF / 0.02 KSF
	2V			20.8'	3 5/8" X 7" VANE					S_v = 0.49 KSF / 0.01 KSF
	2V'			21.6'	3 5/8" X 7" VANE					S_v = 0.49 KSF / 0.02 KSF
	3V			25.8'	3 5/8" X 7" VANE					S_v = 0.65 KSF / 0.01 KSF ~ MEDIUM ~
	3V'			26.6'	3 5/8" X 7" VANE					S_v = 0.66 KSF / 0.01 KSF
	4V			35.8'	3 5/8" X 7" VANE					S_v = 0.65 KSF / 0.01 KSF
	4V'			36.6'	3 5/8" X 7" VANE					S_v = 0.70 KSF / 0.01 KSF

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS: CONTINUED…

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-309**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-309**
SHEET: 2 OF 2
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 8/4/2014
DATE FINISH: 8/4/2014
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS WET @ SURFACE
SATURATED BELOW 5' +/-

CAS NG BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
										GRAY SILTY CLAY
	5V			45.8'	3 5/8" X 7" VANE					S_v = 0.76 KSF / 0.01 KSF ~ MEDIUM ~
	5V'			46.6'	3 5/8" X 7" VANE					S_v = 0.92 KSF / 0.02 KSF
									67.0'	
									67.5'	PROBABLE WEATHERED BEDROCK - ADVANCE BY ROLLER CONE
										REFUSAL @ 67.5' PROBABLE BEDROCK

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-309**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-310**
SHEET: 1 OF 2
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 8/4/2014
DATE FINISH: 8/4/2014
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS WET @ SURFACE,
SATURATED BELOW 5' +/-

CAS NG BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
										VEGETATION / BROWN SILTY CLAY WITH ORGANICS (TOPSOIL)
	1D	24"	18"	2.0'	2	2	2	3	1.5'	
										VARVED BROWN SILTY SAND AND SILTY CLAY
									5.0'	~ LOOSE ~
	2D	24"	22"	7.0'	1	1	1	2		VARVED GRAY AND ORANGE-BROWN SILTY FINE SAND AND BROWN SILTY CLAY
										~ LOOSE ~
									10.0'	
	3D	24"	16"	12.0'	5	5	4	5		BROWN FINE TO MEDIUM SAND, SOME SILT
										~ LOOSE ~
									15.0'	
									16.0'	GRAY SILTY FINE SAND ~ LOOSE ~
	4D	24"	24"	17.0'	3	4	2	2		GRAY SILTY CLAY WITH FREQUENT SILT FINE SAND SEAMS
	5D	24"	24"	22.0'	WOH - 24"					
	1C	24"		27.0'	PISTON SAMPLER					w = 39.4% W_L = 46 W_P = 20
	1V			27.8'	3 5/8" X 7" VANE					S_v = 0.76 KSF / 0.11 KSF ~ MEDIUM ~
	1V'			28.6'	3 5/8" X 7" VANE					S_v = 0.71 KSF / 0.10 KSF
										WITH BLACK STREAKING IN CUTTINGS
	2C			37.0'	PISTON SAMPLER					w = 51.8% W_L = 57 W_P = 23
	2V			37.8'	3 5/8" X 7" VANE					S_v = 0.72 KSF / 0.05 KSF
	2V'			38.6'	3 5/8" X 7" VANE					S_v = 0.71 KSF / 0.04 KSF

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS: CONTINUED…

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-310**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-310**
SHEET: 2 OF 2
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 8/4/2014
DATE FINISH: 8/4/2014
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS WET @ SURFACE,
SATURATED BELOW 5' +/-

CAS NG BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
										GRAY SILTY CLAY
										~ MEDIUM ~
	3C	24"	0"	47.0'	PISTON SAMPLER					SHELBY TUBE ATTEMPTED - NO RECOVERY
	6D	24"	24"	47.0'	WOH - 24"					
	4C	24"		52.0'	PISTON SAMPLER					$w = 41.6\%$ $W_L = 44$ $W_P = 20$
	4V			52.8'	3 5/8" X 7" VANE					VANE SHEAR ATTEMPTED - NO ROTATION - PROBABLE SAND LAYER
									73.5'	
									74.0'	PROBABLE GRANULAR SOILS OR WEATHERED BEDROCK
										REFUSAL @ 74.0'
										PROBABLE BEDROCK

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-310**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-311**
SHEET: 1 OF 2
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 7/31/2014
DATE FINISH: 7/31/2014
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS MOIST @ GROUND SURFACE,
SATURATED BELOW 10' +/-

CAS NG BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.8'	VEGETATION / BROWN CLAYEY SILT WITH ORGANICS (TOPSOIL / FILL)
	1D	17"	10"	1.4'	2	2	50-5"			BROWN CLAYEY SILTY WITH ROOTS AND ORGANICS (FILL)
										BOULDER OR RUBBLE PENETRATED 1.4' - 2.5' +/-
									5.0'	~ LOOSE ~
	2D	24"	20"	7.0'	3	3	3	3		DARK BROWN AND GRAY SILT AND SAND
										WITH ROOTLETS, WOOD, BRICK (FILL)
										~ LOOSE ~
									10.0'	
	3D	24"	18"	12.0'	4	5	6	6		BROWN WITH ORANGE/OXIDE STAINING
										SILTY FINE SAND
									15.0'	~ MEDIUM DENSE ~
									16.0'	BROWN SILTY CLAY
	4D	24"	24"	17.0'	1	5	3	3		ORANGE-BROWN AND DARK RUST BROWN SILTY FINE SAND
									18.0'	WITH SILTY CLAY SEAMS
										WASH TURNS GRAY @ 18' +/-
	5D	24"	24"	22.0'	WOH - 24"					GRAY SILTY CLAY WITH OCCASIONAL FINE SAND SEAMS
	1V				3 5/8" X 7" VANE					S_v = 0.91 KSF / 0.09 KSF ~ MEDIUM ~
	1V'				3 5/8" X 7" VANE					S_v = 0.89 KSF / 0.09 KSF
	2V				3 5/8" X 7" VANE					S_v = 0.85 KSF / 0.09 KSF
	2V'				3 5/8" X 7" VANE					S_v = 0.83 KSF / 0.07 KSF

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS: CONTINUED…

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-311**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-311**
SHEET: 2 OF 2
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 7/31/2014
DATE FINISH: 7/31/2014
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS MOIST @ GROUND SURFACE,
SATURATED BELOW 10' +/-

CAS NG BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
										GRAY SILTY CLAY
	3V			45.8'	3 5/8" X 7" VANE					S_v = 0.87 KSF / 0.05 KSF ~ MEDIUM ~
	3V'			46.6'	3 5/8" X 7" VANE					S_v = 0.83 KSF / 0.07 KSF
										PROBABLE SAND LAYER PENETRATED 63.5 - 64.5' +/-
									78.0'	
									79.0'	PROBABLE GLACIAL TILL OR WEATHERED BEDROCK
										REFUSAL @ 79.0' - PROBABLE BEDROCK

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-311**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-312**
SHEET: 1 OF 2
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 7/31/2014
DATE FINISH: 7/31/2014
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS MOIST BELOW 5' +/-
SOILS SATURATED BELOW 8' +/-

CAS NG BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									3"	ASPHALT PAVEMENT
	1D	24"	18"	2.5'	8	14	10	7		DARK BROWN AND BLACK SILTY SAND, SOME GRAVEL WITH BRICK AND CONCRETE (FILL)
	2D	24"	6"	4.5'	5	7	7	6		~ MEDIUM DENSE ~
									5.5'	
	3D	24"	20"	7.0'	2	4	3	3		BROWN FINE SAND AND SILT, SOME CLAY
										~ LOOSE ~
									10.0'	
	4D	24"	24"	12.0'	2	3	2	3		BROWN SILTY CLAY WITH OCCASIONAL FINE SAND SEAMS
									15.0'	
	5D	24"	24"	17.0'	WOH-12"		1	1		BROWN-GRAY SILTY CLAY WITH FREQUENT FINE SAND SEAMS
									18.0'	
										WASH TURNS GRAY @ 18' +/-
	1V			20.8'	3 5/8" X 7" VANE					S_v = 0.56 KSF / 0.05 KSF
	1V'			21.6'	3 5/8" X 7" VANE					S_v = 0.54 KSF / 0.05 KSF
										GRAY SILTY CLAY
										~ MEDIUM ~
										BLACK STREAKS IN SOIL CUTTINGS
	2V			30.8'	3 5/8" X 7" VANE					S_v = 0.58 KSF / 0.01 KSF
	2V'			31.6'	3 5/8" X 7" VANE					S_v = 0.54 KSF / 0.01 KSF

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS: CONTINUED…

STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-312**

S.W.COLE ENGINEERING, INC.

BORING LOG

BORING NO.: **B-312**
SHEET: 2 OF 2
PROJECT NO.: 13-0876.2

PROJECT: PROPOSED CORRECTIONAL FACILITY
CLIENT : SMRT, INC.
LOCATION: RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE
DRILLING FIRM: GREAT WORKS TEST BORING, INC. DRILLER: PETER MICHAUD

DATE START: 7/31/2014
DATE FINISH: 7/31/2014
ELEVATION:
SWC REP.: E. WALKER

	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL
CASING:	HW	4"	HYD PUSH	
SAMPLER:	SS	1 3/8"	140 LBS.	30"
CORE BARREL:				

WATER LEVEL INFORMATION
SOILS MOIST BELOW 5' +/-
SOILS SATURATED BELOW 8' +/-

CAS NG BLOWS PER FOOT	SAMPLE NO.	PEN.	REC.	DEPTH @ BOT	SAMPLER BLOWS PER 6" 0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
	3V			40.8'	3 5/8" X 7" VANE					S_v = 0.71 KSF / 0.01 KSF
	3V'			41.6'	3 5/8" X 7" VANE					S_v = 0.65 KSF / 0.01 KSF
										GRAY WITH BLACK STREAKING SILTY CLAY
										~ MEDIUM ~
										SHELL FRAGMENTS IN WASH 45' - 50'
	4V			50.8'	3 5/8" X 7" VANE					S_v = 0.68 KSF / 0.02 KSF
	4V'			51.6'	3 5/8" X 7" VANE					S_v = 0.65 KSF / 0.02 KSF
									60.5'	
									61.0'	PROBABLE WEATHERED BEDROCK - ADVANCE BY ROLLER CONE
										REFUSAL @ 61.0'
										PROBABLE BEDROCK

SAMPLES:
D = SPLIT SPOON
C = 3" SHELBY TUBE
U = 3.5" SHELBY TUBE

SOIL CLASSIFIED BY:
[ ] DRILLER - VISUALLY
[X] SOIL TECH. - VISUALLY
[ ] LABORATORY TEST

REMARKS:
STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.

BORING NO.: **B-312**

KEY TO THE NOTES & SYMBOLS
Test Boring and Test Pit Explorations

All stratification lines represent the approximate boundary between soil types and the transition may be gradual.

Key to Symbols Used:

w	-	water content, percent (dry weight basis)
q_u	-	unconfined compressive strength, kips/sq. ft. - laboratory test
S_v	-	field vane shear strength, kips/sq. ft.
L_v	-	lab vane shear strength, kips/sq. ft.
q_p	-	unconfined compressive strength, kips/sq. ft. – pocket penetrometer test
O	-	organic content, percent (dry weight basis)
W_L	-	liquid limit - Atterberg test
W_P	-	plastic limit - Atterberg test
WOH	-	advance by weight of hammer
WOM	-	advance by weight of man
WOR	-	advance by weight of rods
HYD	-	advance by force of hydraulic piston on drill
RQD	-	Rock Quality Designator - an index of the quality of a rock mass.
γ_T	-	total soil weight
γ_B	-	buoyant soil weight

Description of Proportions:

Trace:	0 to 5%
Some:	5 to 12%
"Y"	12 to 35%
And	35+%

Description of Stratified Soils

Parting:	0 to 1/16" thickness
Seam:	1/16" to ½" thickness
Layer:	½" to 12" thickness
Varved:	Alternating seams or layers
Occasional:	one or less per foot of thickness
Frequent:	more than one per foot of thickness

REFUSAL: **Test Boring Explorations** - Refusal depth indicates that depth at which, in the drill foreman's opinion, sufficient resistance to the advance of the casing, auger, probe rod or sampler was encountered to render further advance impossible or impracticable by the procedures and equipment being used.

REFUSAL: **Test Pit Explorations** - Refusal depth indicates that depth at which sufficient resistance to the advance of the backhoe bucket was encountered to render further advance impossible or impracticable by the procedures and equipment being used.

Although refusal may indicate the encountering of the bedrock surface, it may indicate the striking of large cobbles, boulders, very dense or cemented soil, or other buried natural or man-made objects or it may indicate the encountering of a harder zone after penetrating a considerable depth through a weathered or disintegrated zone of the bedrock.

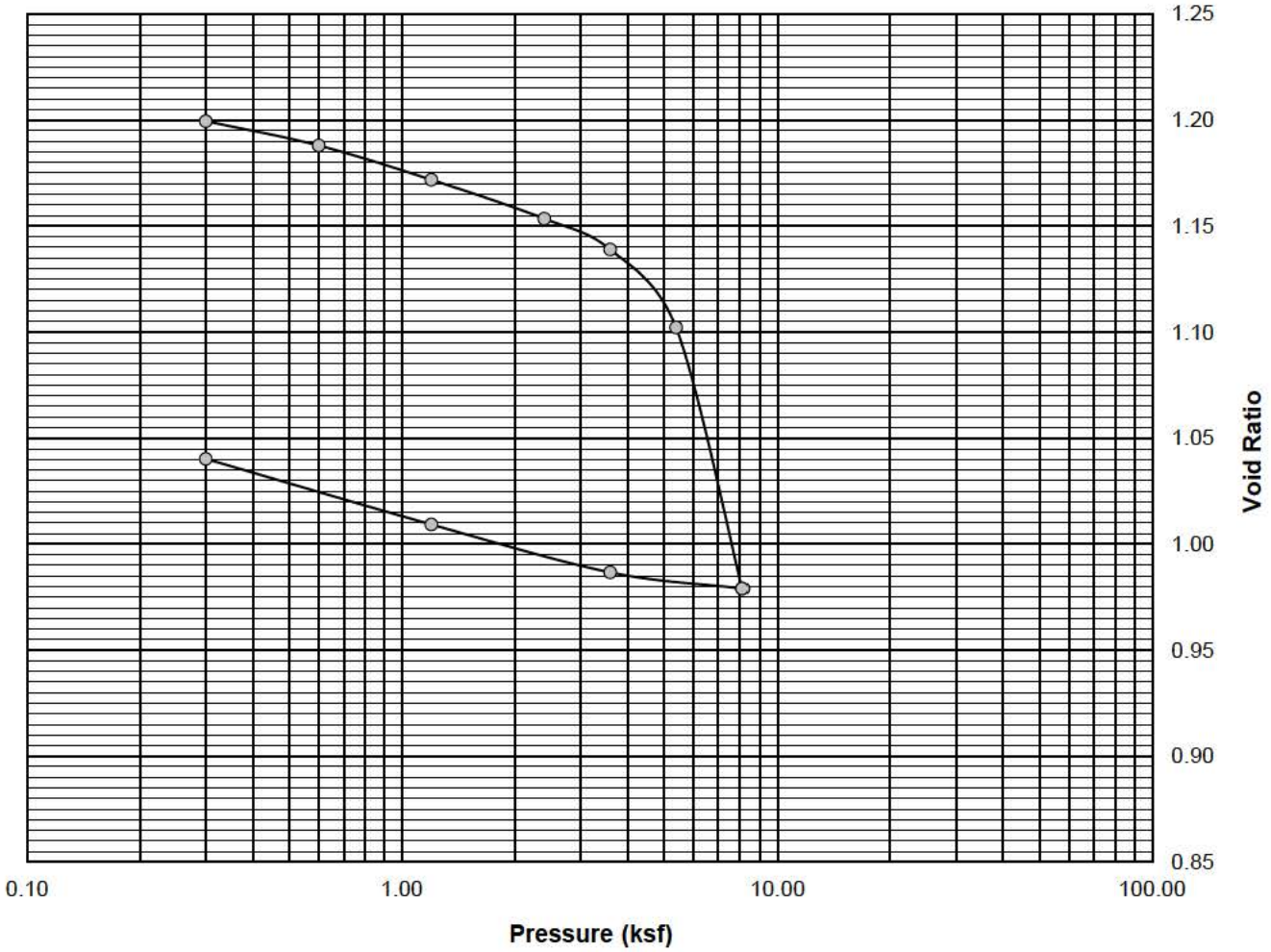
S.W.COLE ENGINEERING, INC.

Consolidation Test

ASTM D-4767

Project Name	Maine Correctional Facility - Famouth, ME	Project Number	13-0876.2
Client	SMRT, Inc.	Lab ID	17608B
		Date	8/12/2014
Boring	B-310		
Sample	2C		
Depth	35-37'		

P_C =	5.2 KSF
C_C =	0.70
C_R =	0.05
w =	41.6%
W_L =	44
W_P =	20



Comments:

Reviewed By

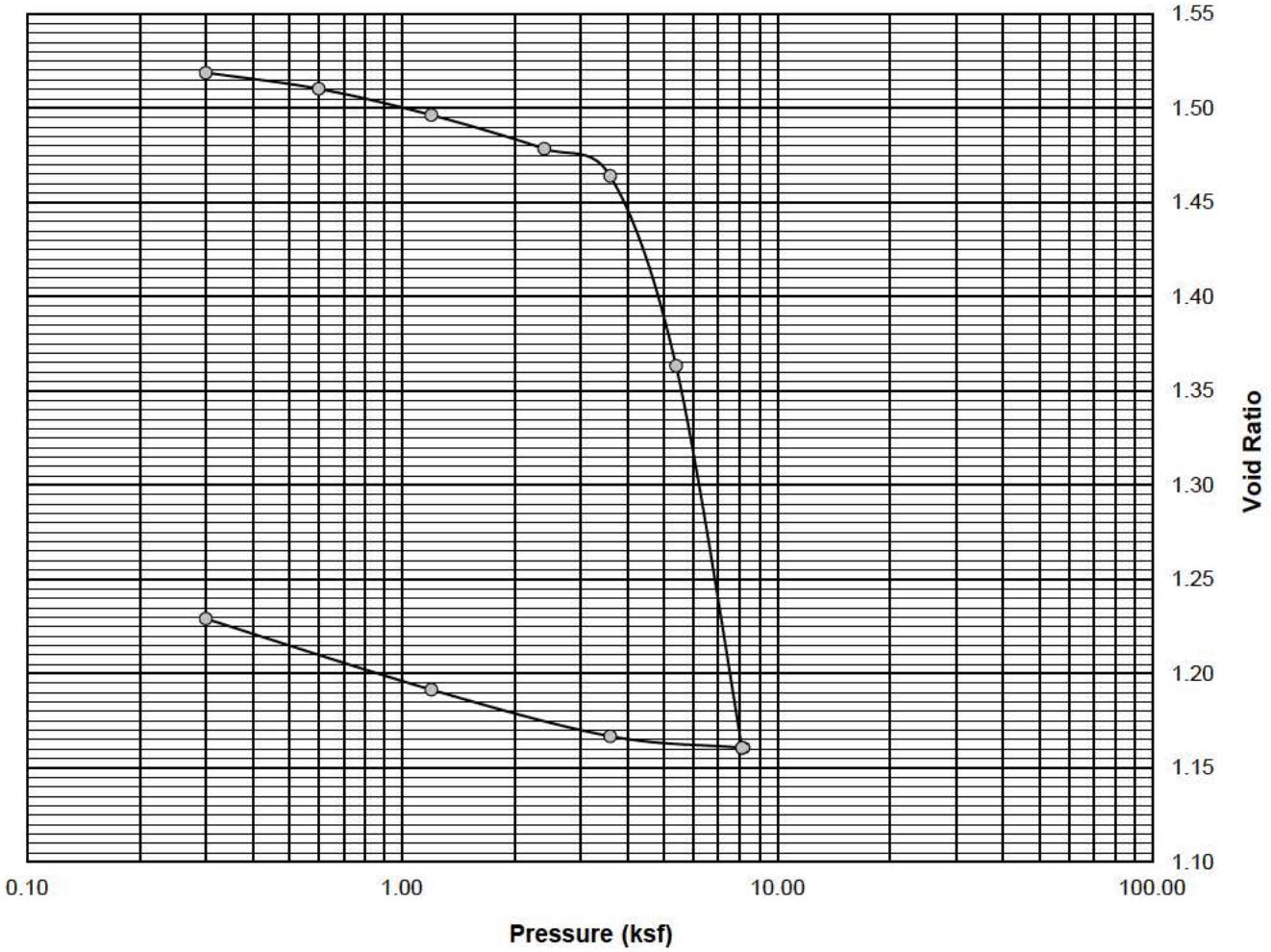
S.W.COLE ENGINEERING, INC.

Consolidation Test

ASTM D-4767

Project Name	Maine Correctional Facility - Famouth, ME	Project Number	13-0876.2
Client	SMRT, Inc.	Lab ID	17608B
		Date	8/12/2014
Boring	B-310		
Sample	2C		
Depth	35-37'		

P_C =	4.5 KSF
C_C =	1.15
C_R =	0.06
w =	51.8%
W_L =	57
W_P =	23



Comments:

Reviewed By

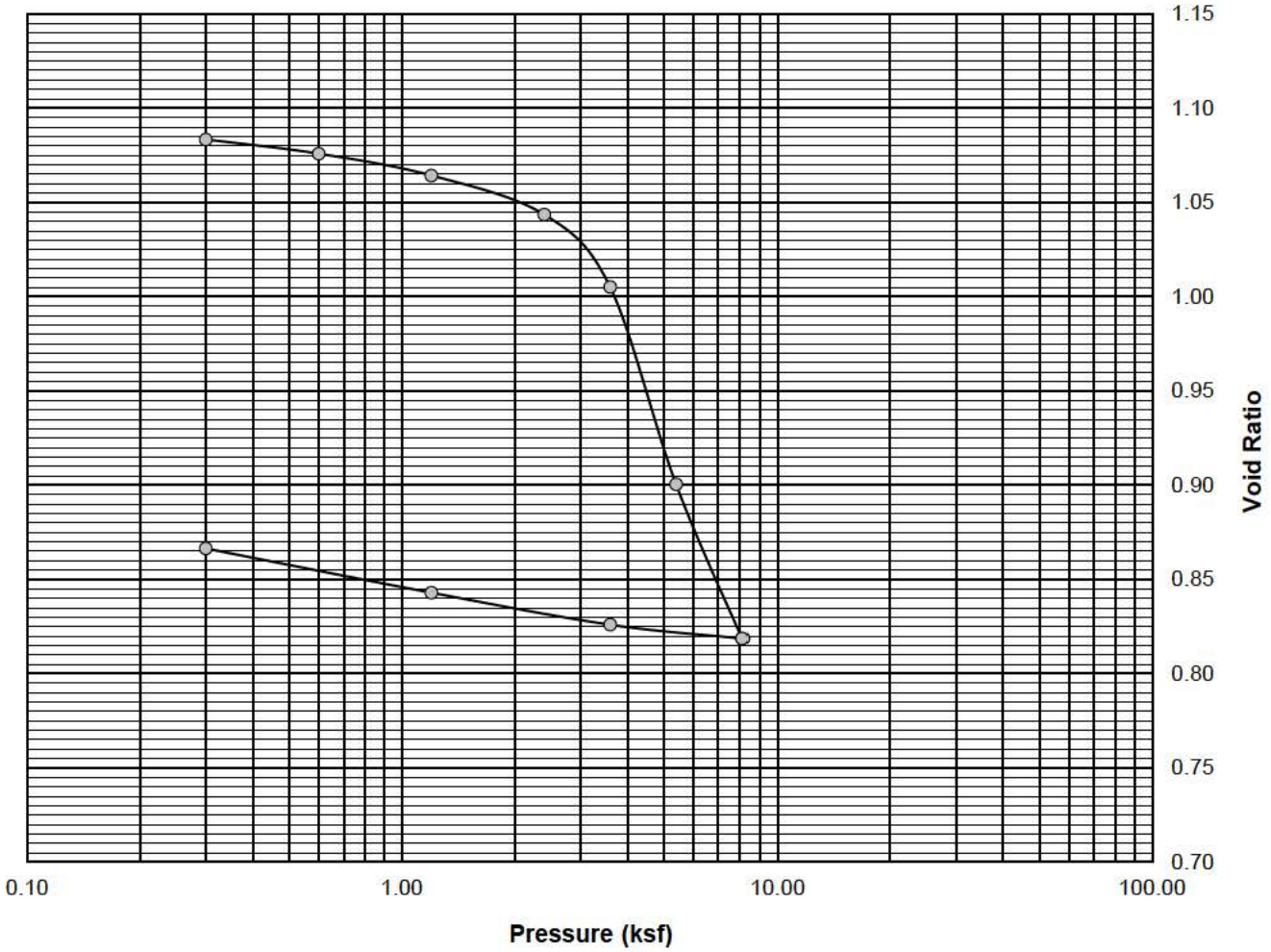
S.W.COLE ENGINEERING, INC.

Consolidation Test

ASTM D-4767

Project Name	Maine Correctional Facility - Famouth, ME	Project Number	13-0876.2
Client	SMRT, Inc.	Lab ID	17607B
		Date	8/12/2014
Boring	B-310		
Sample	1C		
Depth	25-27'		

P_C =	3.5 KSF
C_C =	0.59
C_R =	0.07
w =	39.4%
W_L =	46
W_P =	20



Comments:

Reviewed By

TAB 5

LEGEND

- APPROXIMATE WETLAND BOUNDARY — *FROM FIELD RECONNAISANCE (NOT DELINEATED OR GPS LOCATED)*
- APPROXIMATE STREAM LOCATION — *FROM FIELD RECONNAISANCE (NOT DELINEATED OR GPS LOCATED)*
- APPROXIMATE DRAINAGE LOCATION — *FROM FIELD RECONNAISANCE (NOT DELINEATED OR GPS LOCATED)*
- APPROXIMATE WETLAND
- PARCEL LINES FROM MEGIS

PRELIMINARY

S.W.COLE ENGINEERING, INC

SMRT

PRELIMINARY PROTECTED NATURAL RESOURCES RECONNAISSANCE PLAN

MAINE CORRECTIONAL CENTER
LOT 25.1
WINDHAM, MAINE

Job No 13-0876 Scale 1" = 100

LEGEND

PSS1E	PALUSTRINE, SCRUB-SHRUB-BROAD-LEAVED DECIDUOUS WETLAND WITH A SEASONALLY SATURATED WATER REGIME
PEM1E	PALUSTRINE, EMERGENT, PERSISTENT WETLAND WITH A SEASONALLY SATURATED WATER REGIME
	STREAM (TO BE VERIFIED)
	FIELD DITCH/DRAINAGE GULLY (TO BE VERIFIED)
	MDEP WETLAND (PRELIMINARY CLASSIFICATION)
	PARCEL LINES FROM MAINE LIBRARY OF GEOGRAPHIC INFORMATION (MLGI), MAINE OFFICE OF GEOGRAPHIC INFORMATION SYSTEMS (MEGIS) (COMP., ED.)

NOTES

1. THE PURPOSE OF OUR SERVICES WAS TO CONDUCT PROTECTED NATURAL RESOURCES IDENTIFICATION AND DELINEATION SERVICES ON TOWN OF WINDHAM TAX MAP 3, LOTS 9 AND 11, LOCATED NORTH OF MALLISON FALLS ROAD IN WINDHAM, MAINE, AS SHOWN ON THIS PRELIMINARY PROTECTED NATURAL RESOURCES PLAN.
2. THIS WETLAND IDENTIFICATION AND DELINEATION WAS CONDUCTED IN GENERAL ACCORDANCE WITH THE 1987 CORPS OF ENGINEERS (CORPS) WETLAND DELINEATION MANUAL AND 2012 REGIONAL SUPPLEMENT (VERSION 2.0). THE WETLANDS WERE CLASSIFIED BASED ON METHODS DESCRIBED BY THE USDI U.S. FWS PUBLICATION CLASSIFICATION OF WETLANDS AND DEEPWATER HABITATS OF THE UNITED STATES (COWARDIN, ET.AL., 1979), AND ARE INTENDED TO GENERALLY DESCRIBE THE TYPE OF WETLANDS. THE COWARDIN BOUNDARIES ARE APPROXIMATE AND ARE BASED ON GPS DATA POINTS, AERIAL PHOTOGRAPH REVIEW AND/OR FIELD OBSERVATIONS. THE WETLANDS ARE ALSO CLASSIFIED ACCORDING TO THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION (MDEP) CLASSIFICATION SYSTEM OUTLINED IN THE NRPA WETLAND PROTECTION RULES CHAPTER 310, WHICH RECOGNIZES "WETLANDS NOT OF SPECIAL SIGNIFICANCE" AND "WETLANDS OF SPECIAL SIGNIFICANCE". THESE CLASSIFICATIONS ARE PRELIMINARY PENDING FURTHER INFORMATION FROM RESOURCE AGENCIES REGARDNG MAPPED HABITATS AND STREAM/DITCH VERIFICATION.
3. PRELIMINARY PROTECTED NATURAL RESOURCES PLAN WAS PREPARED FROM AERIAL MAGERY FROM ESRI ARCGIS ONLINE AND DATA PARTNERS, INCLUDING ESRI, I-CUBED, USDA, USGS, AEX, GEOEYE, GETMAPPING, AEROGRID, IGN, IGP, AND THE GIS USER COMMUNITY.
4. S.W. COLE ENGINEERING, INC. FLAGGED THE BOUNDARIES OF THESE WETLANDS ON DECEMBER 3 AND 4, 2013. WETLAND BOUNDARY FLAGS WERE LOCATED USING A MAPPING GRADE TRIMBLE GPS RECEIVER ON DECEMBER 3 AND 11, 2013. OUR GPS DATA WAS OVERLAID ON THE ABOVE REFERENCED AERIAL IMAGERY TO CREATE THIS PRELIMINARY PROTECTED NATURAL RESOURCES PLAN.
5. DUE TO THE TIME OF YEAR (LEAF-OFF) THAT THESE WETLANDS WERE DELINEATED, S.W.COLE ENGINEERING, INC. RECOMMENDS A SITE VISIT IN THE SPRING OF 2014 TO VERIFY THE WETLAND BOUNDARIES.
6. THIS PLAN IS INTENDED TO BE USED FOR PLANNING, IT IS NOT A SURVEY.

S.W.COLE ENGINEERING, INC

SMRT

PRELIMINARY PROTECTED NATURAL RESOURCES PLAN

MAINE CORRECTIONAL CENTER
LOTS 9 & 11
WINDHAM, MAINE

Job No 13-0876 Scale 1" = 100'

LEGEND

PSS1E	PALUSTRINE, SCRUB-SHRUB-BROAD-LEAVED DECIDUOUS WETLAND WITH A SEASONALLY SATURATED WATER REGIME
PEM1E	PALUSTRINE, EMERGENT, PERSISTENT WETLAND WITH A SEASONALLY SATURATED WATER REGIME
PSS1C	PALUSTRINE, EMERGENT, PERSISTENT WETLAND WITH A SEASONALLY FLOODED WATER REGIME
PEM1C	PALUSTRINE, EMERGENT, PERSISTENT WETLAND WITH A SEASONALLY FLOODED WATER REGIME
	POTENTIAL STREAM (TO BE VERIFIED)
	MDEP WETLAND (PRELIMINARY CLASSIFICATION)
	PARCEL LINES FROM MAINE LIBRARY OF GEOGRAPHIC INFORMATION (MLGI), MAINE OFFICE OF GEOGRAPHIC INFORMATION SYSTEMS (MEGIS) (COMP., ED.)

NOTES

1. THE PURPOSE OF OUR SERVICES WAS TO CONDUCT RECONNAISSANCE LEVEL PROTECTED NATURAL RESOURCES IDENTIFICATION SERVICES ON TOWN OF WINDHAM TAX MAP 3 LOT 5, LOCATED SOUTH OF MALLISON FALLS ROAD AND WEST OF RIVER ROAD IN WINDHAM, MAINE, AS SHOWN ON THIS PRELIMINARY PROTECTED NATURAL RESOURCES RECONNAISSANCE PLAN.
2. THIS WETLAND IDENTIFICATION WAS CONDUCTED IN GENERAL ACCORDANCE WITH THE 1987 CORPS OF ENGINEERS (CORPS) WETLAND DELINEATION MANUAL AND 2012 REGIONAL SUPPLEMENT (VERSION 2.0). THE WETLANDS WERE CLASSIFIED BASED ON METHODS DESCRIBED BY THE USDI U.S. FWS PUBLICATION CLASSIFICATION OF WETLANDS AND DEEPWATER HABITATS OF THE UNITED STATES (COWARDIN, ET AL., 1979), AND ARE INTENDED TO GENERALLY DESCRIBE THE TYPE OF WETLANDS. THE COWARDIN BOUNDARIES ARE APPROXIMATE AND ARE BASED ON GPS DATA POINTS, AERIAL PHOTOGRAPH REVIEW AND/OR FIELD OBSERVATIONS. THE WETLANDS WILL BE CLASSIFIED ACCORDING TO THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION (MDEP) CLASSIFICATION SYSTEM OUTLINED IN THE NRPA WETLAND PROTECTION RULES CHAPTER 310, WHICH RECOGNIZES "WETLANDS NOT OF SPECIAL SIGNIFICANCE" AND "WETLANDS OF SPECIAL SIGNIFICANCE" PENDING FURTHER INFORMATION FROM RESOURCE AGENCIES REGARDNG MAPPED HABITATS AND STREAM VERIFICATION.
3. PRELIMINARY PROTECTED NATURAL RESOURCES PLAN WAS PREPARED FROM AERIAL MAGERY FROM ESRI ARCGIS ONLINE AND DATA PARTNERS, INCLUDING ESRI, I-CUBED, USDA, USGS, AEX, GEOEYE, GETMAPPING, AEROGRID, IGN, IGP, AND THE GIS USER COMMUNITY.
4. S.W. COLE ENGINEERING, INC. CONDUCTED THE RECONNAISSANCE ON DECEMBER 11, 2013. GENERAL AREAS OF WETLANDS WERE LOCATED USING A MAPPING GRADE TRIMBLE GPS RECEIVER. OUR GPS DATA WAS OVERLAID ON THE ABOVE REFERENCED AERIAL IMAGE TO CREATE THIS PRELIMINARY PROTECTED NATURAL RESOURCES RECONNAISSANCE PLAN.
5. PROTECTED NATURAL RESOURCE RECONNAISSANCE BOUNDARIES SHOULD BE CONSIDERED APPROXIMATE AND ARE TO BE USED FOR PRELIMINARY PLANNING PURPOSES ONLY. S.W.COLE ENGINEERING, INC. RECOMMENDS A SITE VISIT IN THE SPRING OF 2014 TO DELINEATE THE WETLAND BOUNDARIES.
6. THIS PLAN IS INTENDED TO BE USED FOR PLANNING, IT IS NOT A SURVEY.

S.W.COLE ENGINEERING, INC

SMRT

PRELIMINARY PROTECTED NATURAL RESOURCES RECONNAISSANCE PLAN

MAINE CORRECTIONAL CENTER
LOTS 5 & 6
WINDHAM, MAINE

Job No. 13-0876 Scale 1"=200'

PAUL R LEPAGE
GOVERNOR

STATE OF MAINE
DEPARTMENT OF
INLAND FISHERIES & WILDLIFE
284 STATE STREET
41 STATE HOUSE STATION
AUGUSTA ME 04333-0041

CHANDLER E WOODCOCK
COMMISSIONER

January 6, 2014

Aleita Burman
SW Cole Engineering
37 Liberty Drive
Bangor, ME 04401-5784

RE: Information Request - State Reformatory Expansion, Windham

Dear Lee:

Per your request received November 25, 2013, we have reviewed current Maine Department of Inland Fisheries and Wildlife (MDIFW) information for known locations of Endangered, Threatened, and Special Concern species; designated Essential and Significant Wildlife Habitats; and fisheries habitat concerns within the vicinity of the *State Reformatory Expansion Project* in Windham.

Our information indicates no locations of Endangered, Threatened, or Special Concern species within the project area. Additionally, our Department has not mapped any Essential Habitats that would be directly affected by your project.

Fisheries Concerns
Colley Wright Brook crosses through the property. This stream supports wild brook trout. Without details, it is difficult to know what impacts your project may have on this stream. That being said, MDIFW makes the following general recommendations as they pertain to streams.

We recommend that a 100-foot undisturbed vegetated buffer be maintained along coldwater fishery streams. Buffers should be measured from the edge of stream or associated fringe and floodplain wetlands. Maintaining buffers along coldwater fisheries is critical to the protection of water temperatures, water quality, and inputs of coarse woody debris necessary to support conditions required by brook trout. Stream crossings should be avoided, but if a stream crossing is necessary it should be designed to provide adequate fish passage. We encourage you to contact Jim Pellerin, Region A Fisheries Biologist (657-2345) for crossing design recommendations that best maintain fish passage. Best Management Practices should be closely followed to avoid erosion, sedimentation, alteration of stream flow, and other impacts to stream habitat as well. In addition, we recommend that any necessary in-stream work or work within 100 feet of streams occur between July 15 and October 1.

This consultation review has been conducted specifically for known MDIFW jurisdictional features and should not be interpreted as a comprehensive review for the presence of other regulated features that may occur in this area. Prior to the start of any future site disturbance we recommend additional consultation with the municipality, and other state resource agencies including the Maine Natural Areas

PAUL R LEPAGE
GOVERNOR

STATE OF MAINE
DEPARTMENT OF
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CHANDLER E WOODCOCK
COMMISSIONER

Program and Maine Department of Environmental Protection in order to avoid unintended protected resource disturbance.

Please feel free to contact my office if you have any questions regarding this information, or if I can be of any further assistance.

Best regards,

John Perry
Environmental Review Coordinator

PHONE: (207) 287-5202

FISH AND WILDLIFE ON THE WEB:
www.maine.gov/ifw

EMAIL ADDRESS:
ifw.webmaster@maine.gov

STATE OF MAINE
DEPARTMENT OF AGRICULTURE, CONSERVATION & FORESTRY
93 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0093

PAUL R LEPAGE
GOVERNOR

WALTER E WHITCOMB
COMMISSIONER

November 26, 2013

Aleita Burman
S.W. Cole Engineering, Inc.
37 Liberty Drive
Bangor, Maine 04401

Re: Rare and exemplary botanical features in proximity to: Job 13-0876, River Road, Windham, Maine

Dear Ms. Burman:

I have searched the Natural Areas Program's Biological and Conservation Data System files in response to your request received November 25, 2013 for information on the presence of rare or unique botanical features documented from the vicinity of the project site in Windham, Maine. Rare and unique botanical features include the habitat of rare, threatened, or endangered plant species and unique or exemplary natural communities. Our review involves examining maps, manual and computerized records, other sources of information such as scientific articles or published references, and the personal knowledge of staff or cooperating experts.

Our official response covers only botanical features. For authoritative information and official response for zoological features you must make a similar request to the Maine Department of Inland Fisheries and Wildlife, 284 State Street, Augusta, Maine 04333.

According to the information currently in our Biological and Conservation Data System files, there are no rare botanical features documented specifically within the project area. This lack of data may indicate minimal survey efforts rather than confirm the absence of rare botanical features. You may want to have the site inventoried by a qualified field biologist to ensure that no undocumented rare features are inadvertently harmed.

If a field survey of the project area is conducted, please refer to the enclosed supplemental information regarding rare and exemplary botanical features documented to occur in the vicinity of the project site. The list may include information on features that have been known to occur historically in the area as well as recently field-verified information. While historic records have not been documented in several years, they may persist in the area if suitable habitat exists. The enclosed list identifies features with potential to occur in the area, and it should be considered if you choose to conduct field surveys.

This finding is available and appropriate for preparation and review of environmental assessments, but it is not a substitute for on-site surveys. Comprehensive field surveys do not exist for all natural areas in Maine, and in the absence of a specific field investigation, the Maine Natural Areas Program cannot provide a definitive statement on the presence or absence of unusual natural features at this site.

MAINE NATURAL AREAS PROGRAM
MOLLY DOCHERTY, DIRECTOR

PHONE: (207) 287-8044
FAX: (207) 287-8040
TTY: (207) 287-2213

The Natural Areas Program is continuously working to achieve a more comprehensive database of exemplary natural features in Maine. We would appreciate the contribution of any information obtained should you decide to do field work. The Natural Areas Program welcomes coordination with individuals or organizations proposing environmental alteration, or conducting environmental assessments. If, however, data provided by the Natural Areas Program are to be published in any form, the Program should be informed at the outset and credited as the source.

The Natural Areas Program has instituted a fee structure of $75.00 an hour to recover the actual cost of processing your request for information. You will receive an invoice for $150.00 for two hours of our services.

Thank you for using the Natural Areas Program in the environmental review process. Please do not hesitate to contact me if you have further questions about the Natural Areas Program or about rare or unique botanical features on this site.

Sincerely,

Don Cameron
Ecologist
Maine Natural Areas Program
207-287-8041
don.s.cameron@maine.gov

Rare & Exemplary Botanical Features within 4 miles of

Project: SW Cole Engineering, institutional facility expansion, Windham, Maine

Scientific Name	State Status	State Rank	Global Rank	Date Last Observed	Occurrence Number	Habitat
Arabis missouriensis	T	S1	G5?Q	1905-06-11	5	Rocky summits and outcrops (non-forested, upland)
Asplenium platyneuron	SC	S2	G5	1910-06-06	10	Rocky summits and outcrops (non-forested, upland)
Aureolaria pedicularia	SC	S3	G5	1902-09-02	13	Dry barrens (partly forested, upland)
Calamagrostis cinnoides	SC	S3	G5	2011-08-28	18	Old field/roadside (non-forested, wetland or upland)
Carex vestita	E	S1	G5	2000-06-06	5	Dry barrens (partly forested, upland)
Eleocharis engelmannii	PE	SH	G4G5Q	1916-08-31	2	Open wetland, not coastal nor rivershore (non-forested, wetland)
Lobelia siphilitica	PE	SX	G5	1905-09	3	Non-tidal rivershore (non-forested, seasonally wet)
Lonicera dioica	E	S2	G5	2007-10-05	11	Hardwood to mixed forest (forest, upland)
Phegopteris hexagonoptera	SC	S2	G5	1872-08	15	Hardwood to mixed forest (forest, upland)
Pitch pine woodland		S3	G2	2005-12-08	28	Rocky summits and outcrops (non-forested, upland)
Polygala cruciata var. aquilonia	PE	SH	G5T4	1903-08-18	1	Open wetland, not coastal nor rivershore (non-forested, wetland)
Potamogeton pulcher	T	S1	G5	1995-10-01	3	Open water (non-forested, wetland)
Potamogeton vaseyi	SC	S2	G4	1901-08-04	7	Open water (non-forested, wetland)
Zannichellia palustris	SC	S2	G5	1913-09-13	9	Tidal wetland (non-forested, wetland)

Project: SW Cole Engineering, institutional facility expansion, Windham, Maine

Scientific Name	State Status	State Rank	Global Rank	Date Last Observed	Occurrence Number	Habitat

STATE RARITY RANKS

S1 Critically imperiled in Maine because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extirpation from the State of Maine.

S2 Imperiled in Maine because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.

S3 Rare in Maine (20-100 occurrences).

S4 Apparently secure in Maine.

S5 Demonstrably secure in Maine.

SU Under consideration for assigning rarity status; more information needed on threats or distribution.

SNR Not yet ranked.

SNA Rank not applicable.

S#? Current occurrence data suggests assigned rank, but lack of survey effort along with amount of potential habitat create uncertainty (e.g. S3?).

Note: **State Rarity Ranks** are determined by the Maine Natural Areas Program for rare plants and rare and exemplary natural communities and ecosystems. The Maine Department of Inland Fisheries and Wildlife determines State Rarity Ranks for animals.

GLOBAL RARITY RANKS

G1 Critically imperiled globally because of extreme rarity (five or fewer occurrences or very few remaining individuals or acres) or because some aspect of its biology makes it especially vulnerable to extinction.

G2 Globally imperiled because of rarity (6-20 occurrences or few remaining individuals or acres) or because of other factors making it vulnerable to further decline.

G3 Globally rare (20-100 occurrences).

G4 Apparently secure globally.

G5 Demonstrably secure globally.

GNR Not yet ranked.

Note: **Global Ranks** are determined by NatureServe.

STATE LEGAL STATUS

Note: State legal status is according to 5 M.R.S.A. § 13076-13079, which mandates the Department of Conservation to produce and biennially update the official list of Maine's **Endangered** and **Threatened** plants. The list is derived by a technical advisory committee of botanists who use data in the Natural Areas Program's database to recommend status changes to the Department of Conservation.

E ENDANGERED; Rare and in danger of being lost from the state in the foreseeable future; or federally listed as Endangered.

T THREATENED; Rare and, with further decline, could become endangered; or federally listed as Threatened.

NON-LEGAL STATUS

SC SPECIAL CONCERN; Rare in Maine, based on available information, but not sufficiently rare to be considered Threatened or Endangered.

PE Potentially Extirpated; Species has not been documented in Maine in past 20 years or loss of last known occurrence has been documented.

Visit our website for more information on rare, threatened, and endangered species!
http://www.maine.gov/doc/nrimc/mnap

ELEMENT OCCURRENCE RANKS - EO RANKS

Element Occurrence ranks are used to describe the quality of a rare plant population or natural community based on three factors:

- **Size**: Size of community or population relative to other known examples in Maine. Community or population's viability, capability to maintain itself.
- **Condition**: For communities, condition includes presence of representative species, maturity of species, and evidence of human-caused disturbance. For plants, factors include species vigor and evidence of human-caused disturbance.
- **Landscape context**: Land uses and/or condition of natural communities surrounding the observed area. Ability of the observed community or population to be protected from effects of adjacent land uses.

These three factors are combined into an overall ranking of the feature of **A**, **B**, **C**, or **D**, where **A** indicates an **excellent** example of the community or population and **D** indicates a **poor** example of the community or population. A rank of **E** indicates that the community or population is **extant** but there is not enough data to assign a quality rank. The Maine Natural Areas Program tracks all occurrences of rare (S1-S3) plants and natural communities as well as A and B ranked common (S4-S5) natural communities.

Note: **Element Occurrence Ranks** are determined by the Maine Natural Areas Program for rare plants and rare and exemplary natural communities and ecosystems. The Maine Department of Inland Fisheries and Wildlife determines Element Occurrence ranks for animals.

Visit our website for more information on rare, threatened, and endangered species!
http://www.maine.gov/doc/nrimc/mnap

U.S. Fish and Wildlife Service

Natural Resources of Concern

This resource list is to be used for planning purposes only — it is not an official species list.

Endangered Species Act species list information for your project is available online and listed below for the following FWS Field Offices:

MAINE ECOLOGICAL SERVICES FIELD OFFICE
17 GODFREY DRIVE, SUITE 2
ORONO, ME 04473
(207) 866-3344
http://www fws.gov/mainefieldoffice/index html

Project Name:

Windham Correctional Facility

U.S. Fish and Wildlife Service

Natural Resources of Concern

Project Location Map:

Project Counties:

Cumberland, ME

Geographic coordinates (Open Geospatial Consortium Well-Known Text, NAD83):

MULTIPOLYGON (((-70.4130418 43.7208724, -70.4176788 43.7268891, -70.4217107 43.7301763, -70.4140718 43.7339595, -70.4099519 43.7300523, -70.4022271 43.7346758, -70.3988797 43.7323501, -70.4067332 43.7269232, -70.4130418 43.7208724)))

Project Type:

Development

U.S. Fish and Wildlife Service

Natural Resources of Concern

Endangered Species Act Species List (USFWS Endangered Species Program).

There are a total of **2** threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fishes may appear on the species list because a project could cause downstream effects on the species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section below for critical habitat that lies within your project area. Please contact the designated FWS office if you have questions.

Species that should be considered in an effects analysis for your project:

Flowering Plants	Status		Has Critical Habitat	Contact
Small Whorled pogonia (*Isotria medeoloides*)	Threatened	species info		Maine Ecological Services Field Office
Mammals				
New England Cottontail rabbit (*Sylvilagus transitionalis*)	Candidate	species info		Maine Ecological Services Field Office

Critical habitats within your project area:

There are no critical habitats within your project area.

FWS National Wildlife Refuges (USFWS National Wildlife Refuges Program).

There are no refuges found within the vicinity of your project.

FWS Migratory Birds (USFWS Migratory Bird Program).

Most species of birds, including eagles and other raptors, are protected under the Migratory Bird Treaty Act (16 U.S.C. 703). Bald eagles and golden eagles receive additional protection under the Bald and Golden Eagle Protection Act (16 U.S.C. 668). The Service's Birds of Conservation Concern (2008) report identifies species, subspecies, and populations of all migratory nongame birds that, without additional conservation actions, are likely to become listed under the Endangered Species Act as amended (16 U.S.C 1531 et seq.).

Migratory bird information is not available for your project location.

U.S. Fish and Wildlife Service

Natural Resources of Concern

NWI Wetlands (USFWS National Wetlands Inventory).

The U.S. Fish and Wildlife Service is the principal Federal agency that provides information on the extent and status of wetlands in the U.S., via the National Wetlands Inventory Program (NWI). In addition to impacts to wetlands within your immediate project area, wetlands outside of your project area may need to be considered in any evaluation of project impacts, due to the hydrologic nature of wetlands (for example, project activities may affect local hydrology within, and outside of, your immediate project area). It may be helpful to refer to the USFWS National Wetland Inventory website. The designated FWS office can also assist you. Impacts to wetlands and other aquatic habitats from your project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes. Project Proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate U.S. Army Corps of Engineers District.

The following wetlands intersect your project area:

Wetland Types	NWI Classification Code	Approximate Acres
Freshwater Forested/Shrub Wetland	PFO1C	12 670712
Riverine	R2UBH	366 75502
Freshwater Forested/Shrub Wetland	PFO1/SS1E	5 092409
Freshwater Pond	PUBHx	0 563586

TAB 6

THE Louis Berger Group, INC.

Maine Correctional Center

17 Mallison Falls Road

Windham, Maine

Traffic Impact Study

Prepared for:

STATE OF MAINE
Department of Corrections

25 Tyson Drive, 3rd Floor
State House Station 111
Augusta, ME 04333-0111

Prepared by:

THE Louis Berger Group, INC.

482 Congress Street, Suite 401
Portland, ME 04101

January 9, 2014

THE Louis Berger Group, INC.

Technical Memorandum

Project: Maine Correctional Center Expansion

To: David Lay, Project Manager (SMRT)

From: Lynn Farrington, PE, PTOE (Louis Berger)

Re: Traffic Impact Study

Date: January 9, 2013

Introduction

The following is an executive summary quantifying the findings of a Traffic Impact Study completed on January 9, 2014 by the Louis Berger Group, Inc. This study was created as requested by SMRT Inc. for use in an economic feasibility study concerning expansion of the Maine Correctional Center (MCC) in Windham, Maine.

Background

The Department of Corrections is currently evaluating an expansion of the MCC to increase capacity from 654 inmates to 1,531 inmates. Using trip generation calculations based on the Institute of Transportation Engineers (ITE) Trip Generation Land Use Code 571: "Prison" an increase in peak hour trips of 88 vehicles during the morning peak hour and 44 vehicles during the PM peak hour was established for the expansion.

The effects of these additional trips on the nearby roadway network were analyzed in detail in the Traffic Impact Study. Existing conditions and future year 2033 were studied to determine possible impacts due to facility specific trips.

Conclusions

A Traffic Movement Permit is not required as the expansion does not meet the minimum threshold of 100 passenger car equivalents during its peak hour as determined by MaineDOT. In an effort to mitigate the effects of the MCC expansion on the area roadway network, the MaineDOT has recommended that a northbound left turn pocket from River Road to Mallison Falls Road be considered as part of the expansion plans and cost. Per the Traffic Impact Study findings, a left turn pocket at this location is currently warranted during the PM peak hour 2013 conditions. A conservative estimated cost for installing a northbound left turn lane at this location is $290,000.

THE Louis Berger Group, INC.

Table of Contents

482 Congress Street | Suite 401 | Portland, ME 04101 | USA
Tel 207.842.2823 | Fax 207.842.2827 | www.louisberger.com

Section 1. Site and Traffic Information

1.A. Site Description and Site Plan

The Maine Correctional Center (MCC) is currently located at 17 Mallison Falls Road in the south-western corner of Windham, Maine. The site is bordered by Mallison Falls Road, River Road, abandoned rail tracks and Colley Wright Brook. The current site is identified on the Windham Tax Maps as lot number 003005000000. The size of the parcel is 108.40 acres.

The proposed site plan includes a new facility on or near the existing site that could house over 1,500 inmates and 300 staff members. The proposed facility may remain fully on the current parcel or be expanded to encompass additional land on the north side of Mallison Falls Road. Figure 1 below depicts the existing facility parcel (outlined in red) and the possible expansion area being considered (outlined in blue).

Figure 1 – Site Location Map

1.B. Existing and Proposed Site Uses

The current facility and land parcel is owned by the State of Maine and is a functioning state reformatory. According to the Prisoner Population and Capacity Report dated March 14, 2011, the correctional facility capacity for inmates is 654 (525 men and 129 women)[1]. At the date of the report the facility was near capacity with an inmate population of 650. For the purposes of this report we will assume that the facility generally operates at or near capacity.

The proposed site development will consist of a larger, modern state reformatory capable of housing up to 1,531 inmates with a staff of 300. This proposed facility may reside fully on the parcel to the south of Mallison Falls Road as it is currently or, if necessary, it may expand to the northern side of Mallison Falls Road. The property on the north side of Mallison Falls Road is also owned by the State of Maine and is now largely open space.

All access points to the site will be from Mallison Falls Road. The site will be served by River Road, Mosher Road (Route 237) and Gray Road (Route 202/4).

1.C. Site and Vicinity Boundaries

A site location map showing the site area is shown in Figure 1. The largest proposed expanded site is bounded as follows:

- **North** – Elm Street/Property Line
- **South** – Colley Wright Brook
- **East** – River Road
- **West** –Abandoned Rail Tracks

[1] http://maine.gov/corrections/PublicInterest/census/index.htm

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

All proposed projects (projects under construction and projects for which applications have been filed) are required to be included in the predevelopment volumes for this project. The Louis Berger Group, Inc. (Louis Berger) contacted the Town of Windham Planning Department to determine which projects, if any, should be included in the background traffic for this project.

Based on this outreach in December, 2013, two proposed subdivisions were identified in the vicinity of the MCC site. The first is a 14 lot subdivision on Canada Hill Road. The second is a 12 lot subdivision on Chute Road at the intersection with Swett Road. The approximate locations of these developments are illustrated in Figure 2.

Figure 2 – Permitted Development Near Project Site

The Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th Edition was used to calculate trips due to proposed development throughout this study. Anticipated trips generated by both sub-developments are minimal; 37 during the AM peak hour and 34 during the PM peak hour. These additional trips will be accounted for as base traffic on River Road. Distributions are shown in Attachment 1D.

1.E. Trip Generation

The expansion of the MCC is expected to generate an additional 88 vehicle trips during the AM peak hour and 44 vehicle trips during the PM peak hour. These trip generation estimates are based on the Institute of Transportation Engineers (ITE) Trip Generation Land Use Code 571: "Prison". The calculation is based on the number of beds at a facility. For the existing condition 654 beds were assumed, and 1,531 beds were assumed for the proposed condition.

To calculate the new trips that will be generated by the expansion, trip generation estimates were calculated for the existing condition and the proposed condition with the facility expansion. The difference is the additional trips generated by the expansion. Table 1 summarizes the total vehicle trips calculated for each of these conditions. Calculations are provided in Attachment 1B.

Table 1 - Trip Generation Summary

Condition	AM Peak	PM Peak
Proposed Facility (1,351 beds)	153	77
Existing Facility (654 beds)	65	33
New Trips due to Expansion	88	44

For verification the actual counts taken were compared to the existing facility trip generation produced by the ITE manual. The AM peak counts totaled 52 (compared to 65 calculated). The PM peak counts totaled 35 (compared to 33 calculated). The counted volume was used to create the volume maps and to complete the analysis.

1.F. Trip Distribution

Using the ITE Trip Generation Land Use Code 571: "Prison" the following trip distribution percentages were identified:

Table 2 - Trip Distribution Summary

Land Use	AM Peak		PM Peak	
	Entering	Exiting	Entering	Exiting
LUC 571 – Prison	54%	46%	10%	90%
New Trips due to Expansion	48	40	5	39

1.G. Trip Composition and Assignment

All trips to the expanded MCC facility are assumed to be primary trips. These trips will be added to the existing traffic volume network to determine impacts and mitigation options.

Trip assignments are based on results of a gravity model assessment, which assigns trips based on the workforce within a 20 mile radius of the Town of Windham. Refer to assignment figures in Attachment 1C – Gravity Model.

Based on proximity to the site it is proposed that the following intersections will be studied:

1. High Street & Mallison Falls Road
2. Mallison Falls Road & River Road
3. Mallison Falls Road & Mosher Road (Route 237)
4. Mosher Road (Route 237) & Gray Road (Route 202/4)

1.H. Background Traffic

Existing traffic data for morning and afternoon peak hours was compiled for the four subject intersections within the study area. All intersections were counted on Thursday, December 12th, 2013 from 7:00-9:00 AM and 3:00-6:00 PM for the purposes of this study. The raw counts are attached to this document as "Appendix A". All of the counts were subsequently 'seasonally adjusted' using the MaineDOT method based on historical trends. To be conservative Louis Berger assumed that all roadways within the study area behave as Group III – Recreational Roads. This is based on the seasonal influx of vacationers to the nearby lakes region. The adjustment factor used was 1.34, the highest available for the time of the year counted.

Next, the counts were balanced between intersections to ensure that there were no unusual values.

Development projections from the two nearby, permitted subdivisions on Chute Road and Canada Hill Road were then added to the balanced, seasonally adjusted volumes. Louis Berger conservatively assumed that all subdivision traffic would pass through the Mosher Road/River Road intersection. This task completed the final 2013 Pre-Development traffic scenario (shown in Attachment 1E).

To create a future year pre-development volume the 2013 volumes were inflated to the year 2033 using a 0.5% per year growth factor. This growth factor was determined based on nearby ADT data supplied by the MaineDOT which showed flat or negative growth over the past 7 years. The 0.5% growth rate is conservative based on the recent historical data. The result is the '2033 Pre-development Volumes' volumes (shown in Attachment 1F) that all post development traffic will be compared to.

1.I. Post-Development Traffic

The 2033 Post-Development traffic volumes were created by adding the projected development generated volumes to the 2033 Pre-Development volumes. These turning movements for the study intersections are shown in Attachment 1G.

1.J. Attachments

Attachment 1A – Site Plan

Attachment 1B – Trip Generation Calculations

Attachment 1C – Gravity Model

Attachment 1D – Trips due to Nearby Permitted Development

Attachment 1E – 2013 Pre-Development Volumes

Attachment 1F – 2033 Pre-Development Volumes

Attachment 1G – 2033 Post-Development Volumes

Attachment 1A

Site Plan

Refer to Volume I - Site Design

482 Congress Street | Suite 401 | Portland, ME 04101 | USA
Tel 207.842.2823 | Fax 207.842.2827 | www.louisberger.com

Attachment 1B

Trip Generation Calculations

THE Louis Berger Group, INC.

Trip Generation Calculations

ITE Trip Generation- Current Facility								
	Existing	Rate Equation (trips/field)	Total Generation	Entering %	Exiting %	Entering Vol	Exiting Vol	R^2 Value
Land Use 571	654 Beds							
	AM Adjacent Street	T=0.1(X)	65	54%	46%	35	30	n/a
	PM Adjacent Street	T=.05(X)	33	10%	90%	3	30	n/a

ITE Trip Generation- Proposed Facility								
	Proposed	Rate Equation (trips/field)	Total Generation	Entering %	Exiting %	Entering Vol	Exiting Vol	R^2 Value
Land Use 571	1531 Beds							
	AM Adjacent Street	T=0.1(X)	153	54%	46%	83	70	n/a
	PM Adjacent Street	T=.05(X)	77	10%	90%	8	69	n/a

Change in ITE Trip Generation- Proposed vs. Existing Facility			
Difference	Total Generation	Entering Vol	Exiting Vol
AM Adjacent Street	88	48	40
PM Adjacent Street	44	5	39

ITE Trip Generation- Proposed Development in the Area - Canada Hill Road								
	Proposed	Rate Equation (trips/field)	Total Generation	Entering %	Exiting %	Entering Vol	Exiting Vol	R^2 Value
Land Use 210	14 Units							
	AM Adjacent Street	T= 0.70(X) + 9.43	19	25%	75%	5	14	0.89
	PM Adjacent Street	Ln(T)=0.90 Ln(X) + 0.53	18	63%	37%	11	7	0.91

ITE Trip Generation- Proposed Development in the Area - Chute Road								
	Proposed	Rate Equation (trips/field)	Total Generation	Entering %	Exiting %	Entering Vol	Exiting Vol	R^2 Value
Land Use 210	12 Units							
	AM Adjacent Street	T= 0.70(X) + 9.43	18	25%	75%	5	13	0.89
	PM Adjacent Street	Ln(T)=0.90 Ln(X) + 0.53	16	63%	37%	10	6	0.91

Attachment 1C

Gravity Model

MCC - Gravity Model for Trip Assignment
20 Mile Weighted Radius based on Labor Force
(From Windham, ME)

Town	2013 data Labor Force	Percentage						Volumes					
		River Rd South	River Rd North	Mosher Rd South	Mosher to 202 North	Mosher to 237 West	202 South	River Rd South	River Rd North	Mosher Rd South	Mosher to 202 North	Mosher to 237 West	202 South
Bridgton	2455					100%						2455	
Buxton	5125						100%						5125
Cape Elizabeth	4891	100%						4891					
Falmouth	5736	100%						5736					
Freeport	4724	100%						4724					
Gorham	9654						100%						9654
Gray	4863		50%		50%				2431.5		2431.5		
New Gloucester	3441		50%		50%				1720.5		1720.5		
Poland	3162		50%		50%				1581		1581		
Portland	40210	100%						40210					
Raymond	2739		50%		50%				1369.5		1369.5		
Scarborough	10912			100%						10912			
South Portland	15062	100%						15062					
Standish	6061					100%						6061	
Westbrook	10121			100%						10121			
Windham	10143		50%		50%				5071.5		5071.5		
Yarmouth	4825	100%						4825					
Totals	144124							75448	12174	21033	12174	8516	14779

Distribution Percentages:

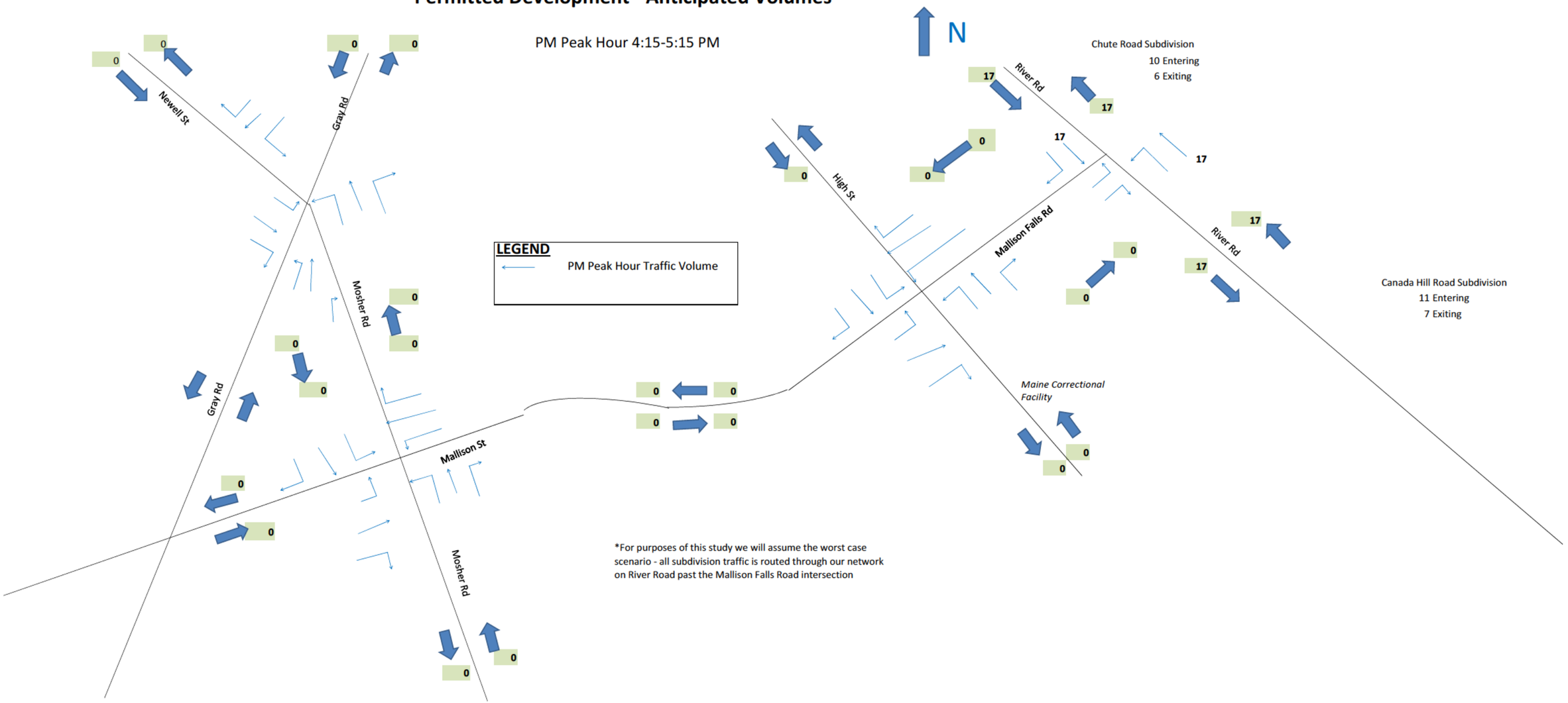
River Rd South	52%
River Rd North	8%
Mosher Rd South	15%
Mosher to 202 North	8%
Mosher to 237 West	6%
Rte 202 South	10%

Attachment 1D

Trips due to Nearby Permitted Development

Permitted Development - Anticipated Volumes

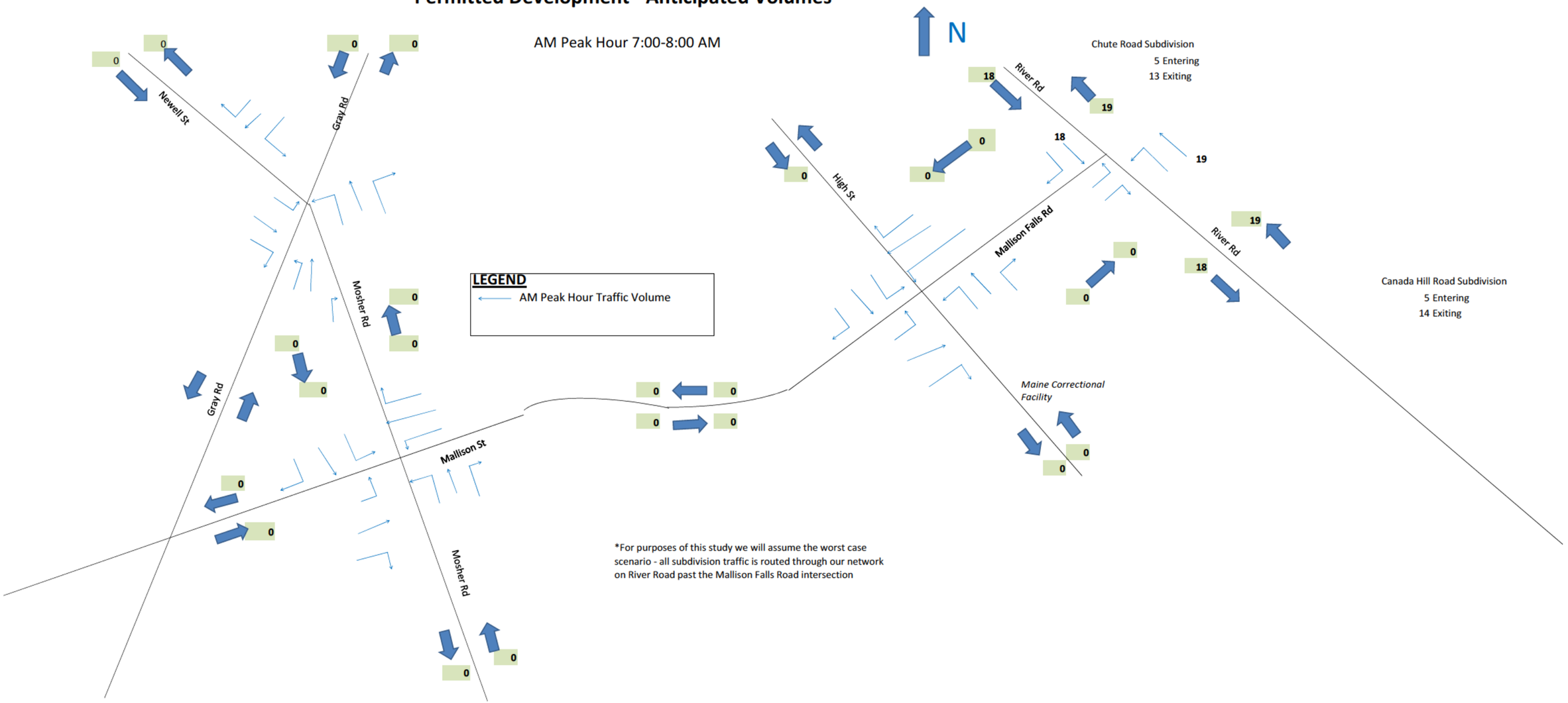
PM Peak Hour 4:15-5:15 PM



*For purposes of this study we will assume the worst case scenario - all subdivision traffic is routed through our network on River Road past the Mallison Falls Road intersection

Permitted Development - Anticipated Volumes

AM Peak Hour 7:00-8:00 AM



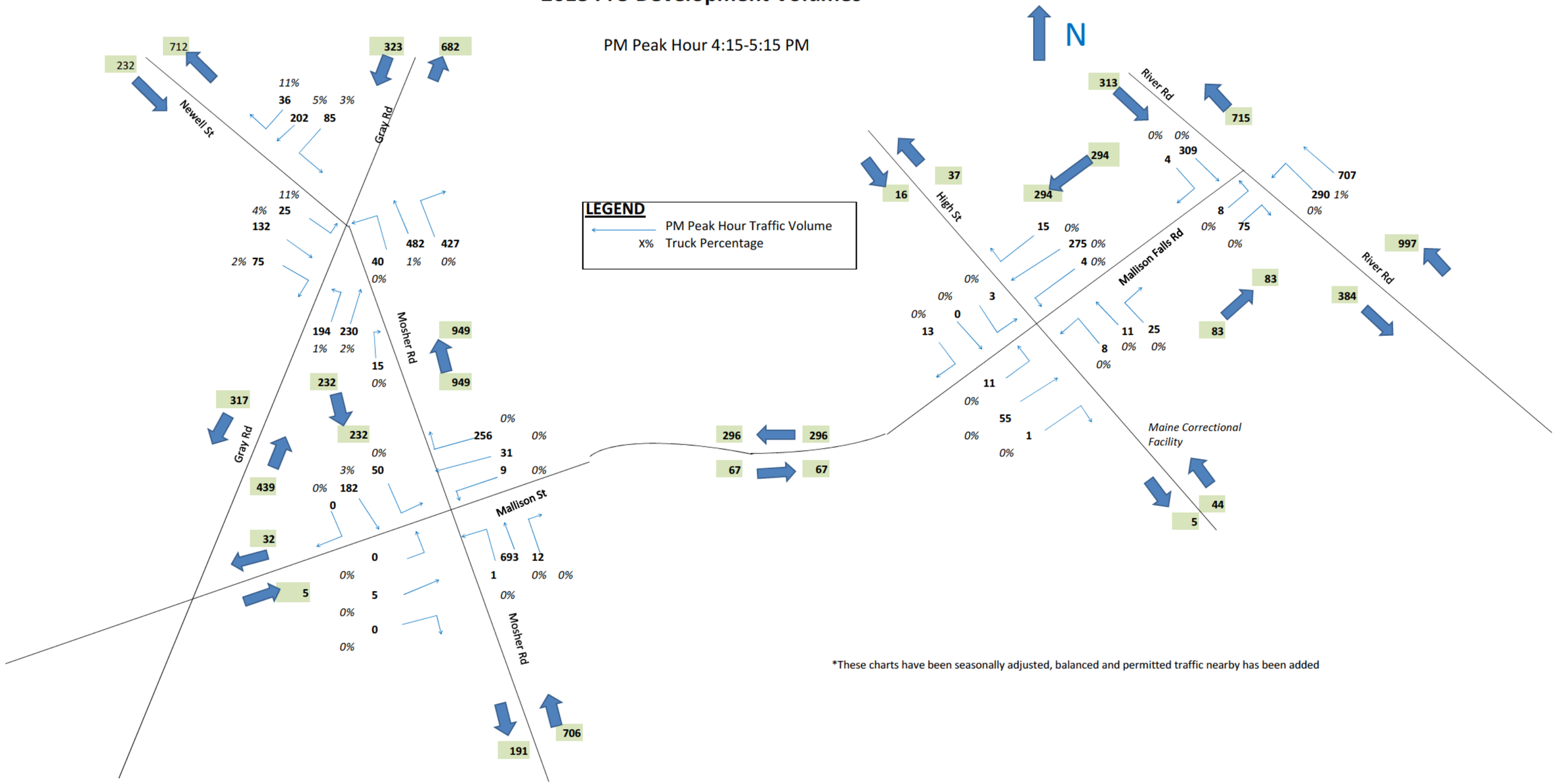
*For purposes of this study we will assume the worst case scenario - all subdivision traffic is routed through our network on River Road past the Mallison Falls Road intersection

Attachment 1E

2013 Pre-Development Volumes

2013 Pre-Development Volumes

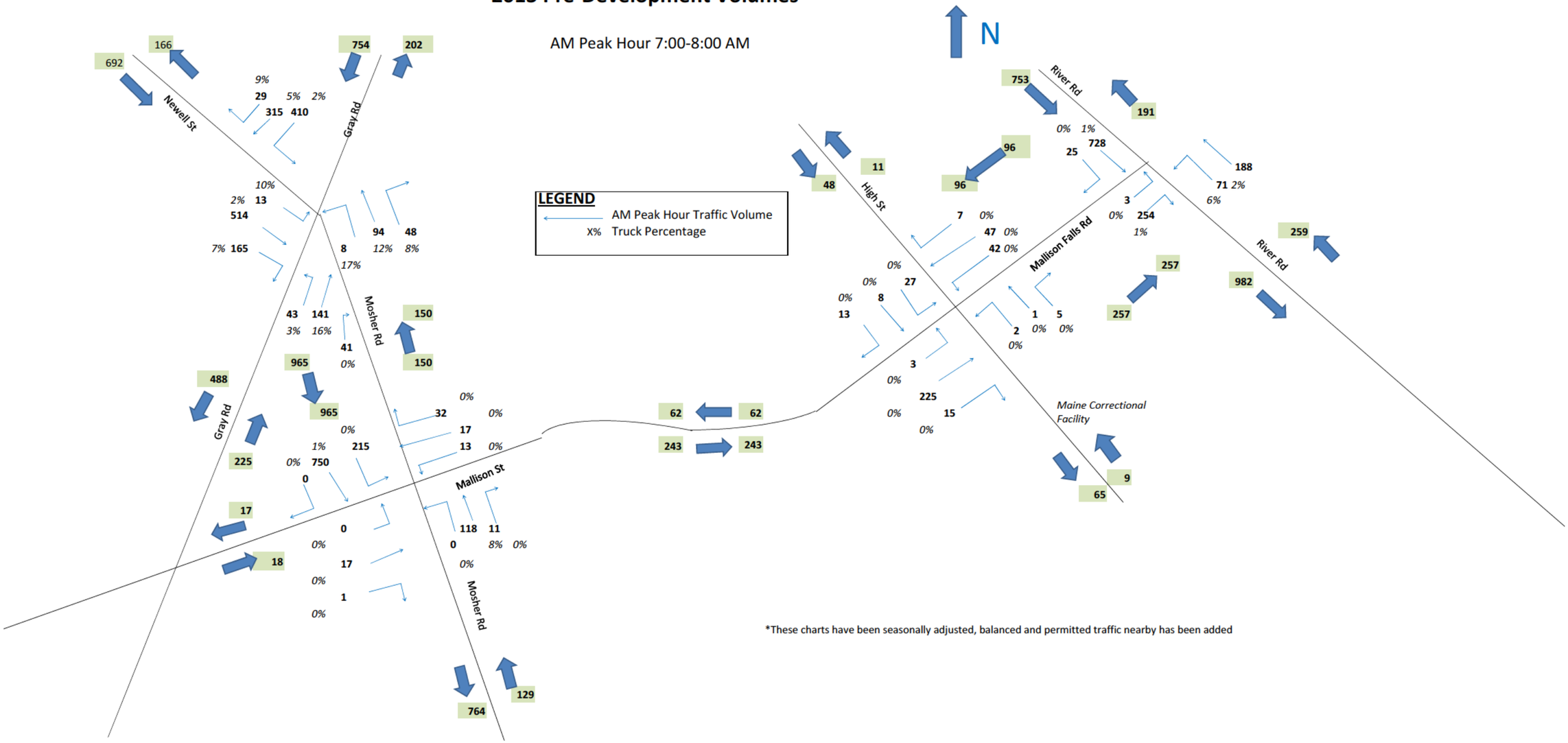
PM Peak Hour 4:15-5:15 PM



*These charts have been seasonally adjusted, balanced and permitted traffic nearby has been added

2013 Pre-Development Volumes

AM Peak Hour 7:00-8:00 AM



*These charts have been seasonally adjusted, balanced and permitted traffic nearby has been added

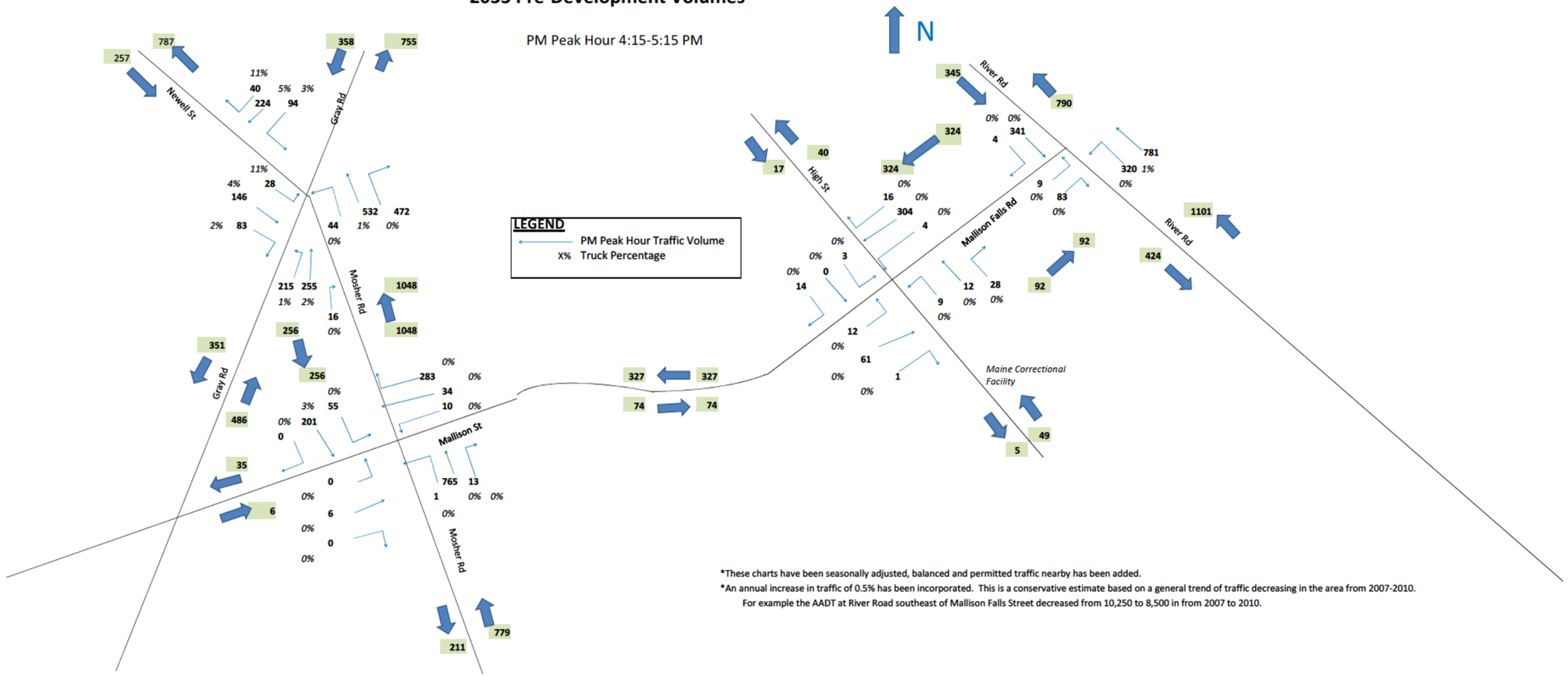
Attachment 1F

2033 Pre-Development Volumes

2033 Pre-Development Volumes

PM Peak Hour 4:15-5:15 PM

Annual Increase = 0.50%
No. of Years Forecasted: 20



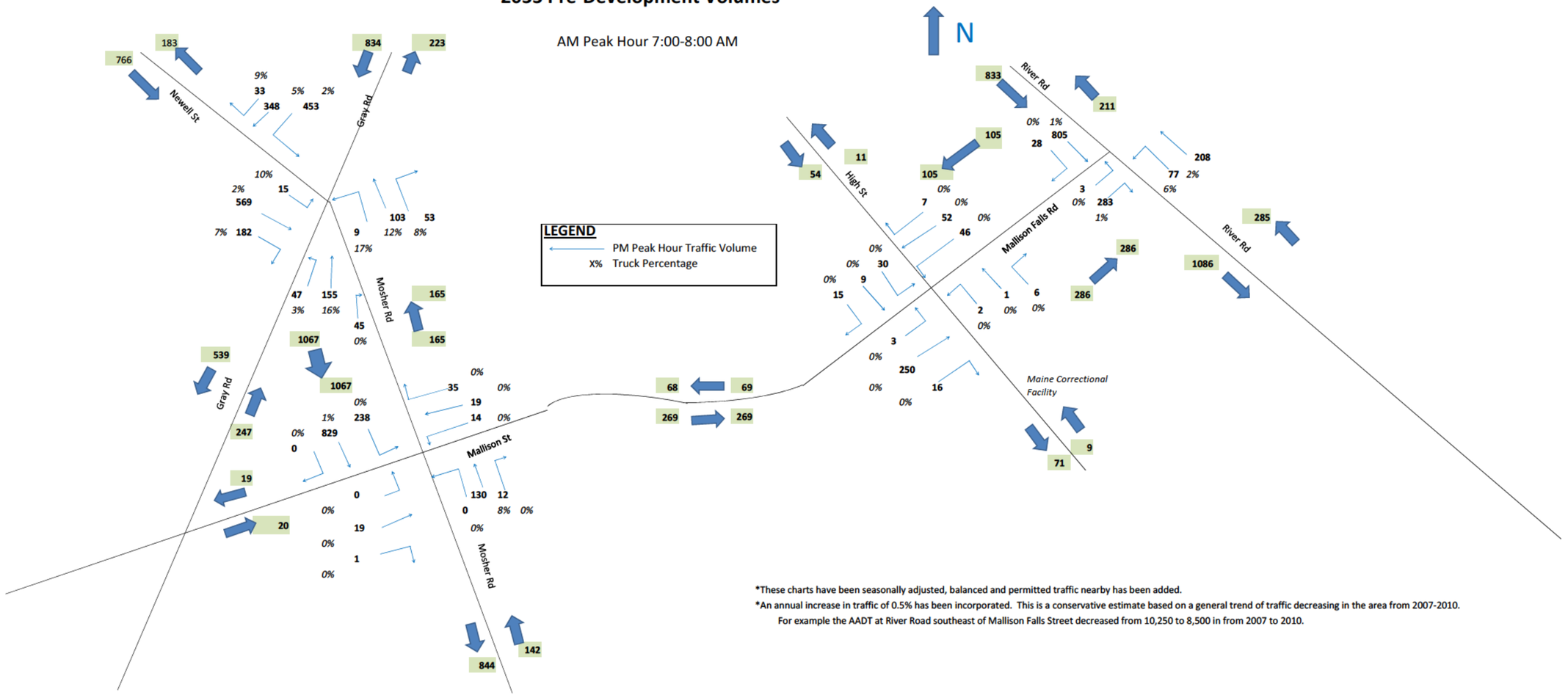
*These charts have been seasonally adjusted, balanced and permitted traffic nearby has been added.

*An annual increase in traffic of 0.5% has been incorporated. This is a conservative estimate based on a general trend of traffic decreasing in the area from 2007-2010.
For example the AADT at River Road southeast of Mallison Falls Street decreased from 10,250 to 8,500 in from 2007 to 2010.

2033 Pre-Development Volumes

AM Peak Hour 7:00-8:00 AM

Annual Increase = 0 50%
No. of Years Forecasted: 20



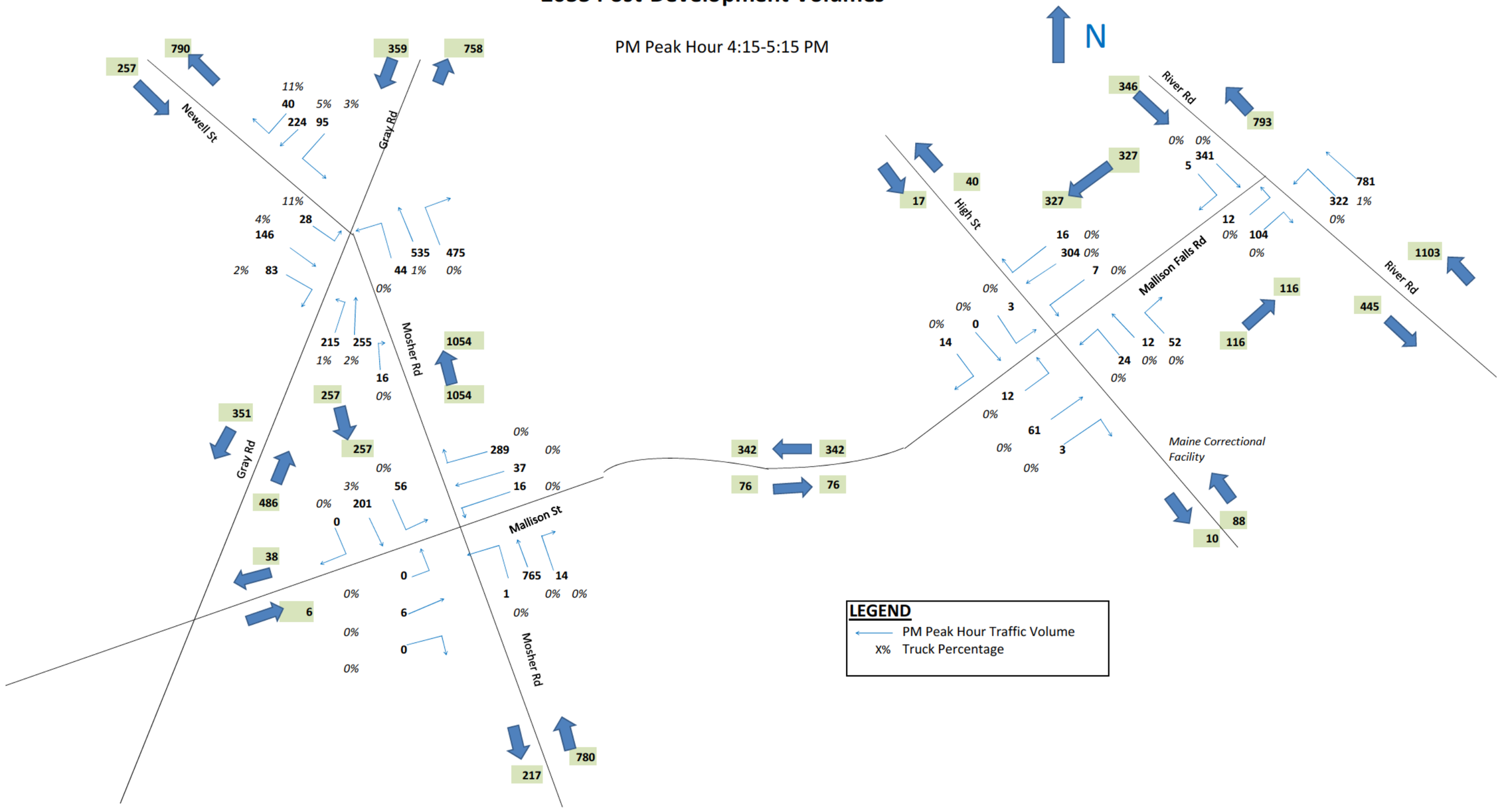
*These charts have been seasonally adjusted, balanced and permitted traffic nearby has been added.
*An annual increase in traffic of 0.5% has been incorporated. This is a conservative estimate based on a general trend of traffic decreasing in the area from 2007-2010.
For example the AADT at River Road southeast of Mallison Falls Street decreased from 10,250 to 8,500 in from 2007 to 2010.

Attachment 1G

2033 Post-Development Volumes

2033 Post-Development Volumes

PM Peak Hour 4:15-5:15 PM



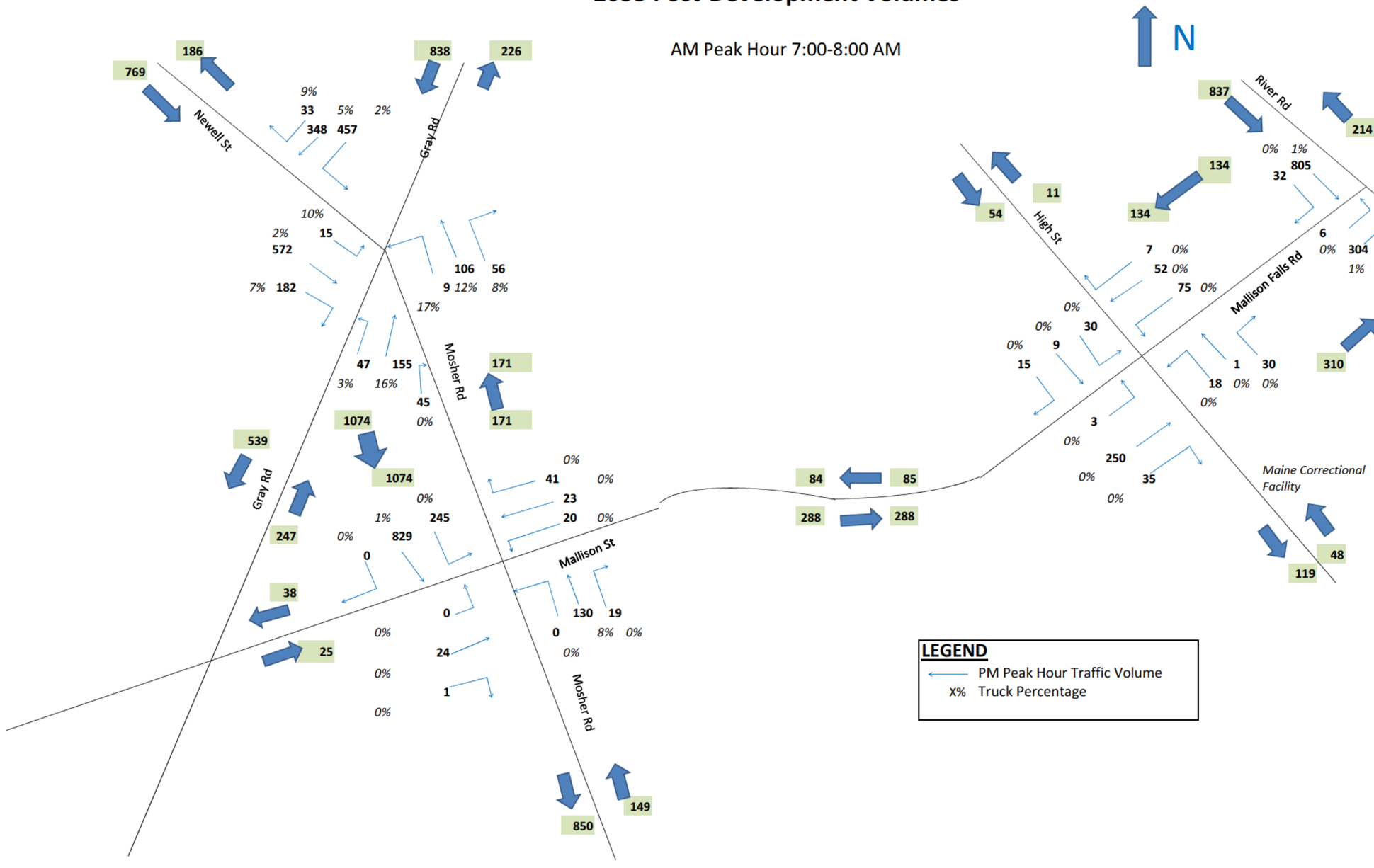
LEGEND

PM Peak Hour Traffic Volume

X% Truck Percentage

2033 Post-Development Volumes

AM Peak Hour 7:00-8:00 AM



LEGEND

PM Peak Hour Traffic Volume

X% Truck Percentage

Section 2. Crash Data

2.A. Crash Summary Data

Louis Berger obtained from MaineDOT the crash data for intersections and roadway segments in the vicinity of the site for the period of 2010 through 2012, the most recent 3-year period available.

MaineDOT uses two criteria to define a High Crash Location (HCL). Both criteria must be met in order to be classified as an HCL:

1.) A critical rate factor of 1.00 or more for a three-year period. (A Critical Rate Factor (CRF) compares the actual crash rate to the rate for similar intersections in the state. A CRF of less than 1.00 indicates a rate of less than average) and:

2.) A minimum of 8 crashes over a three-year period.

The following tables summarize the HCL's identified within the vicinity of the project:

Table 3 – High Crash Locations near the MCC Site

Node/Element	Intersection/Element Description	# of Collisions	CRF
Node P15714	Intersection of Gray Rd & Mosher Rd	19	4.36
Element 184817	From the Intersection of High St & Mallison Falls Rd to the Gorham town line	8	1.64

2.B. Safety Analysis

A cursory safety analysis was conducted at the two HCL's documented.

Node P15714 is the roundabout at the intersection of Gray Road and Mosher Road. Thirteen of the nineteen crashes (68%) were caused by drivers entering the roundabout without properly yielding the right of way to vehicles in the roundabout. This was by far the most common cause of reportable crashes at the roundabout. Other causes included two rear-endings, a bicycle cutting across the median, a car striking a bicyclist, a moped hitting the curb, and a car rolling from a nearby parking lot.

The analysis of Element 184817, the stretch of Mallison Falls Road from its intersection with High Street to the Gorham Town Line, revealed a prominent pattern of weather related incidents. Six of the eight crashes documented involved cars sliding off the roadway during inclement weather conditions of snow and ice. One of the remaining crashes slid off the road during fair weather and the remaining crash was caused by the driver falling asleep. A field visit revealed a steep grade and curve along this stretch of roadway.

2.C. Attachments

Attachment 2A – Maine DOT Collision Data

Attachment 2A

MaineDOT Collision Data

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

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

REPORT DESCRIPTION

184817

REPORT PARAMETERS

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

Route: 0500721	Start Node: 11017	Start Offset: 0	☑ Exclude First Node	
	End Node: 13663	End Offset: 0	☑ Exclude Last Node	

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
11017	13663	184817	0 - 0.25	0500721 - 0.30	0.25	2	8	0	0	1	1	6	25.0	0.00194	1374.59	870.08	1.58
Int of HIGH ST, MALLISON FALLS RD				RD INV 05 00721											Statewide Crash Rate: 336.54		
Study Years: 3.00				Section Totals:	0.25		8	0	0	1	1	6	25.0	0.00194	1374.59	870.08	1.58

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
11017	13663	184817	0 - 0.25	0500721 - 0.30	8	0	0	1	1	6	2012-49217	12/25/2012	0.43	PD
											2011-9335	03/08/2011	0.45	B
											2012-49087	12/25/2012	0.46	PD
											2011-9342	03/17/2011	0.49	C
											2011-15160	11/05/2011	0.49	PD
											2012-49088	12/25/2012	0.50	PD
											2011-15402	11/09/2011	0.50	PD
											2012-49738	12/25/2012	0.50	PD
				Totals:	8	0	0	1	1	6				

STATE OF MAINE CRASH REPORT

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0031500	**11WIN-7080-AC**	**3/8/2011**	**01:50**	**3/8/2011**	**02:45**

City or Town	Street or Highway	Nearest Intersecting Street	Off Road
Windham	**10 MALLISON FALLS RD**	**7 HIGH ST**	☐

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☐ At Intersection ☐ North ☐ South ☑ East ☐ West	**400** ☑ Feet ☐ Miles		

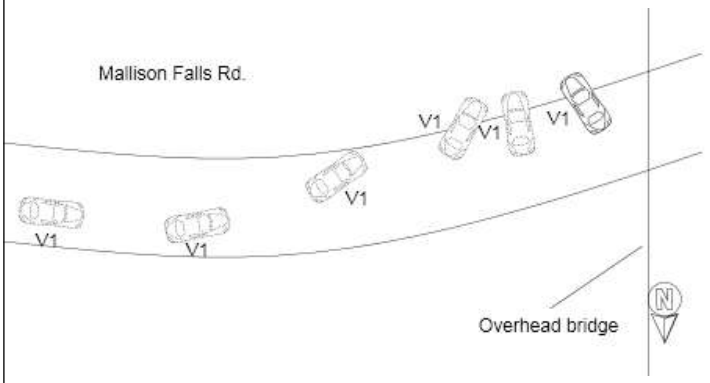
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit
11017	**13663**		Miles **0** Tenths **.15**	Miles **35** Per Hour ☐ Unknown ☐ N/A ☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **7 - Went Off Road**	(F2) Type of Location **2 - Curved Road**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **4 - Dark - Lighted**
(F5) Road Grade **2 - On Grade**	(F6) Road Surface Condition **5 - Ice/Frost**
(F7) Traffic Control Device **13 - None**	Traffic Control Device Operational (pre-crash)? ☐ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **1 - On Roadway**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **1 - None**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1 **2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

According to V1 operator she was traveling west on Mallison Falls Rd. She was talking on the cell phone and then hit some ice and lost control of her vehicle. The vehicle rode up onto a snowbank and rolled over 1 time landing on the tires. Operator stated she was scared because she and her passenger were injured so she drove home and called 9-1-1.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
PAUL J COX	**W17**	**3/8/2011**	**0019**	**3/9/2011**

Report Number	STATE OF MAINE CRASH REPORT	UNIT PAGE
11WIN-7080-AC		

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**KNADE123286370453**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
37 - KIA	**2008**	**1 - Black**

(U4)Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☐ Eastbound ☑ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☑ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
13 - Top/Roof	**1 - Overturn / Rollover**

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2
1 - Overturn / Rollover	

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator	License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
	*		**ME**	**C**		

DRIVER Last Name First Name MI	DRIVER Address City State Zip
*	*** ME***

Citation Number Pending ☐	Violation 1	Violation 2

OWNER Last Name (skip if same as Driver) First Name MI	OWNER Address City State Zip
*	*** ME***

(D1) Driver Distracted By	(D2) Condition at Time of Crash
2 - Electronic Communication Devices (Cell Phone, Pager, etc.)	**1 - Apparently Normal**

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
17 - Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending

Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
8	*	**F**	**03/23/89**	**1**	**3**		**2**	**1**	**3**		**3**	**9**	**2**	**3**	**300**
1	*	**F**	**02/04/89**	**1**	**1**		**2**	**1**	**2**		**3**	**2**	**2**	**3**	**300**

STATE OF MAINE CRASH REPORT

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0031500	**11WIN-8145-AC**	**3/17/2011**	**07:08**	**3/17/2011**	**07:31**

City or Town	Street or Highway	Nearest Intersecting Street	Off Road
Windham	**1 MALLISON FALLS RD**	**HIGH ST**	☐

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☐ At Intersection ☐ North ☐ South ☑ East ☐ West	**0.01** ☐ Feet ☑ Miles		

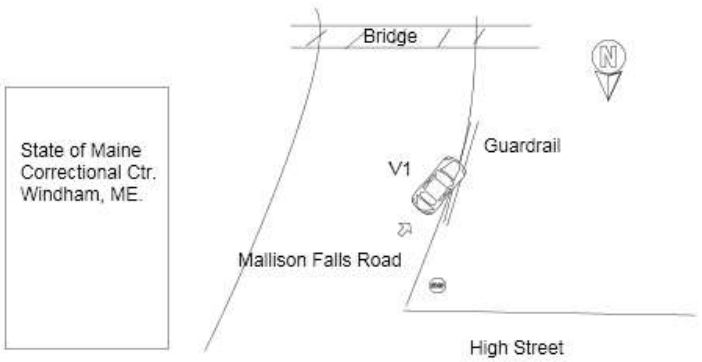
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit
11017	**13663**	**11017**	Miles **0** Tenths **.19**	Miles **35** Per Hour ☐ Unknown ☐ N/A ☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **7 - Went Off Road**	(F2) Type of Location **2 - Curved Road**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **3 - Top of Hill**	(F6) Road Surface Condition **5 - Ice/Frost**
(F7) Traffic Control Device **13 - None**	Traffic Control Device Operational (pre-crash)? ☐ Yes ☑ No ☐ Unk
(F8) Location of First Harmful Event **4 - Roadside**	Total Damage over Threshold? ☐ Yes ☑ No
(F9) Contributing Circumstances - Environment 1 **2 - Weather Conditions**	(F9) Contributing Circumstances - Environment 2 **1 - None**
(F10) Contributing Circumstances - Road 1 **2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)**	(F10) Contributing Circumstances -Road 2 **1 - None**
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☑ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

V1 travelling south on Mallison Falls Road by High Street. V1 travelled over an abundance of ice on road as the vehicle swerved right striking a guardrail. V1 driver said she felt pain in her chest, was seen by Windham Rescue and released on scene. V1 was towed by G&K Towing.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip

Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
BARRY P KELLY	**W16**	**3/17/2011**	**0028**	**4/27/2011**

Report Number
11WIN-8145-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**KMHCN46C17U110979**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
27 - HYUNDAI	**2007**	**8 - Grey, Silver**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☑ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function
☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☐ Functional Damage ☑ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
12 - Front	**27 - Guardrail Face**

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2
9 - Went Off Roadway Left	

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**C**	**0**	

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number Pending ☐

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
5 - External Distraction (outside the vehicle)	**1 - Apparently Normal**

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
2 - Ran Off Roadway	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)
☐ Alcohol Test Result Pending
Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other
Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**F**	**07/19/55**	**1**	**1**		**3**	**1**	**3**		**4**	**9**	**7**	**2**	**760**

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0031500	**11WIN-38523-AC**	**11/5/2011**	**14:53**	**11/5/2011**	**14:59**

City or Town	Street or Highway	Nearest Intersecting Street	Off Road
Windham	**MALLISON FALLS RD**	**TL - Gorham, Windham**	☐

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☐ At Intersection ☐ North ☐ South ☑ East ☐ West	**422** ☑ Feet ☐ Miles	**43.728380**	**-70.419830**

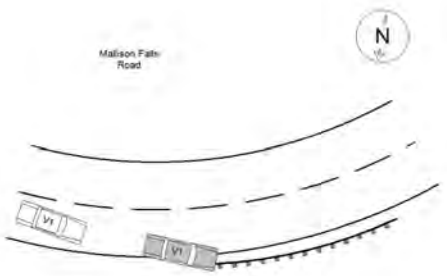
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit
11017	**13663**	**13663**	Miles **0** Tenths **.19**	Miles **35** Per Hour ☐ Unknown ☐ N/A ☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **7 - Went Off Road**	(F2) Type of Location **2 - Curved Road**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **2 - On Grade**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **13 - None**	Traffic Control Device Operational (pre-crash)? ☐ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **2 - Shoulder**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **1 - None**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1 **1 - None**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

V1 was travelling west bound on Mallison Falls Road approaching the bridge, when the operator fell asleep. V1 went off the road, striking the guard rail.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description: **Guard Rail damage** ☐ State ☑ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip
*	*			

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
Sgt David W Thomas	**3**	**11/5/2011**	**Sgt Peter L Fulton**	**11/10/2011**

Report Number
11WIN-38523-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**2G1WT57K691122085**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
11 - CHEVROLET	**1990**	**7 - Brown**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☐ Eastbound ☑ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function
☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☐ Functional Damage ☑ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
1 - Front Passenger Corner	**27 - Guardrail Face**
(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**
(U10) Sequence of Events 1	(U10) Sequence of Events 2
8 - Went Off Roadway Right	
(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**C**	**0**	**D**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number ☐ Pending

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**5 - Asleep or Fatigued**
(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
19 - Other Contributing Action	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)
☐ Alcohol Test Result Pending
Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other
Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**F**	**01/02/35**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**
2	*	**F**	**06/03/29**	**2**	**1**		**1**	**1**	**3**		**5**			**2**	**1**

2011-15402

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0031500	**11WIN-39018-AC**	**11/9/2011**	**15:19**	**11/9/2011**	**15:30**

City or Town	Street or Highway	Nearest Intersecting Street	Off Road
Windham	**MALLISON FALLS RD**	**TL - Gorham, Windham**	☐

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☐ At Intersection ☐ North ☐ South ☑ East ☐ West	**0.13** ☐ Feet ☑ Miles	**43.728550**	**-70.419080**

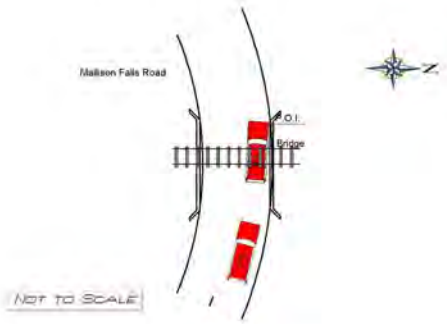
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit
11017	**13663**	**13663**	Miles **0** Tenths **.2**	Miles **25** Per Hour ☐ Unknown ☐ N/A ☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **7 - Went Off Road**	(F2) Type of Location **2 - Curved Road**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **4 - Bottom of Hill**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **13 - None**	Traffic Control Device Operational (pre-crash)? ☐ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **4 - Roadside**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **1 - None**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1 **1 - None**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

Unit 1 operator advised that her vehicle stalled as she was traveling on Mallison Falls Road. Unit 1 operator advised that she lost power steering and was unable to maneuver through the curve in the road. Unit 1 struck the bridge support wall, flattening her tire and causing damage to the front passenger side of her vehicle.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip

Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
Ptlm Robert H Hunt	**21**	**11/9/2011**	**Sgt David W Thomas**	**11/12/2011**

Report Number
11WIN-39018-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**1GNDT13X13K163599**	*	**ME**	**2 - (Sport) Utility Vehicle**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
11 - CHEVROLET	**2003**	**10 - Red**

(U4)Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☐ Eastbound ☑ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function
☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☑ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
1 - Front Passenger Corner	**20 - Bridge Pier or Support**

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**5 - Steering**

(U10) Sequence of Events 1	(U10) Sequence of Events 2
6 - Equipment Failure (blown tire, brake failure, etc.)	**8 - Went Off Roadway Right**

(U10) Sequence of Events 3	(U10) Sequence of Events 4
28 - Bridge Pier or Support	

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**C**	**0**	**0**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			* ME*			

Citation Number	Pending	Violation 1	Violation 2
	☐		

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			* ME*			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
6 - Unkown	**1 - Apparently Normal**

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
1 - No Contributing Action	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)
☐ Alcohol Test Result Pending
Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other
Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	*	**F**	**05/20/91**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**

2012-49087

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0031500	**12WIN-48768-AC**	**12/25/2012**	**11:53**	**12/25/2012**	**11:59**

City or Town	Street or Highway	Nearest Intersecting Street	Off Road
Windham	**MALLISON FALLS RD**	**TL - Gorham, Windham**	☐

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☐ At Intersection ☐ North ☐ South ☑ East ☐ West	**0.13** ☐ Feet ☑ Miles	**43.728550**	**-70.419190**

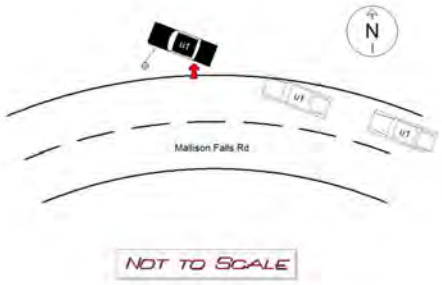
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit		
11017	**13663**	**13663**	Miles **0** Tenths **.16**	Miles **35** Per Hour	☐ Unknown ☐ N/A	☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **7 - Went Off Road**	(F2) Type of Location **2 - Curved Road**
(F3) Weather Condition **6 - Snow**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **2 - On Grade**	(F6) Road Surface Condition **3 - Snow**
(F7) Traffic Control Device **13 - None**	Traffic Control Device Operational (pre-crash)? ☐ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **4 - Roadside**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **2 - Weather Conditions**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1 **2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

Unit 1 traveling westbound on Mallison Falls Road, lost control due to snow/ice on roadway and slid off the road striking a guy wire for cmp pole #3. No damage sustained to the pole.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
Ptlm Jason R Andrews	**13**	**12/25/2012**	**Sgt James C Boudreau**	**12/31/2012**

Report Number
12WIN-48768-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**1G2ZG57NX84215752**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
58 - PONTIAC	**2008**	**1 - Black**

(U4)Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☐ Eastbound ☑ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function
☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
9 - Center Driver Side	**32 - Utility Pole / Light Support**

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2
40 - Utility Pole/Light Support	

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number * ☑ Active ☐ No License ☐ Permit ☐ Suspended

State **ME** | License Class **C** | Endorsements | Restrictions

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			* ME*			

Citation Number Pending ☐

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			* ME*			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
1 - No Contributing Action	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)
☐ Alcohol Test Result Pending
Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other
Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	*	**F**	**04/16/83**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**
2	*	**M**	**03/18/98**	**1**	**3**		**2**	**1**	**3**		**5**			**2**	**1**

2012-49088

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0031500	**12WIN-48775-AC**	**12/25/2012**	**11:53**	**12/25/2012**	**11:59**

City or Town	Street or Highway	Nearest Intersecting Street	Off Road
Windham	**MALLISON FALLS RD**	**TL - Gorham, Windham**	☐

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☐ At Intersection ☐ North ☐ South ☑ East ☐ West	**507** ☑ Feet ☐ Miles	**43.728460**	**-70.419620**

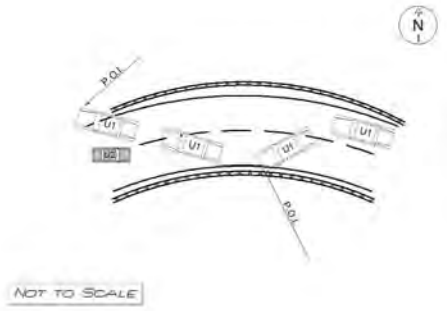
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit
11017	**13663**	**13663**	Miles **0** Tenths **.2**	Miles **35** Per Hour ☐ Unknown ☐ N/A ☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **7 - Went Off Road**	(F2) Type of Location **2 - Curved Road**
(F3) Weather Condition **6 - Snow**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **2 - On Grade**	(F6) Road Surface Condition **3 - Snow**
(F7) Traffic Control Device **13 - None**	Traffic Control Device Operational (pre-crash)? ☐ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **4 - Roadside**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **2 - Weather Conditions**	(F9) Contributing Circumstances - Environment 2 **1 - None**
(F10) Contributing Circumstances - Road 1 **2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

Unit 1 traveling westbound on Mallison Falls Road. Roadway was snow and ice covered operator braked to avoid unit 2 which was stuck on the hill. Unit 1 struck the guardrail on eastbound side of the road, bounced across the roadway, striking the embankment on the westbound shoulder. Unit 2 was not struck. and sustained no damage

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
Ptlm Jason R Andrews	**13**	**12/25/2012**	**Sgt James C Boudreau**	**12/31/2012**

Report Number
12WIN-48775-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**2G1WF52E359337153**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
11 - CHEVROLET	**2005**	**8 - Grey, Silver**

(U4)Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☐ Eastbound ☑ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function
☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☐ Functional Damage ☑ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
12 - Front	**27 - Guardrail Face**

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
15 - Avoiding Vehicle Object, Pedestrian, Animal in Roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2
35 - Guardrail Face	

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active	☐ No License	☐ Permit	☐ Suspended	State	License Class	Endorsements	Restrictions
*					**ME**	**C**		

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number	Pending	Violation 1	Violation 2
	☐		

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
17 - Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending

Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

AMB CODES - see code sheet

A

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**F**	**01/04/62**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**
2	*	**F**	**06/18/29**	**1**	**3**		**2**	**1**	**3**		**5**			**2**	**1**
2	*	**M**	**09/16/92**	**2**	**1**		**1**	**1**	**3**		**5**			**2**	**1**
2	*	**M**	**05/16/90**	**2**	**3**		**1**	**1**	**3**		**5**			**2**	**1**

Report Number **12WIN-48775-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐	**4T1BG12K8TU817394**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
67 - TOYOTA	**1996**	**2 - Beige**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☐ Eastbound ☑ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☑ No Damage Observed ☐ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
	8 - Other Non-Collision

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
16 - Skidding	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2
16 - Other Non-Collision	

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator	License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
	*		**ME**	**C**		

DRIVER Last Name First Name MI	DRIVER Address City State Zip
*	*** ME***

Citation Number Pending ☐	Violation 1	Violation 2

OWNER Last Name (skip if same as Driver) First Name MI	OWNER Address City State Zip
*	*** ME***

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
19 - Other Contributing Action	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) ☐ Alcohol Test Result Pending — Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other — Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**M**	**04/04/52**	**1**	**1**		**1**	**1**	**3**		**5**			**2**	**1**

2012-49217

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0031500	**12WIN-49040-AC**	**12/25/2012**	**11:53**	**12/25/2012**	**11:55**

City or Town	Street or Highway	Nearest Intersecting Street	Off Road
Windham	**MALLISON FALLS RD**	**TL - Gorham, Windham**	☐

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☐ At Intersection ☐ North ☐ South ☑ East ☐ West	**0.12** ☐ Feet ☑ Miles	**43.728540**	**-70.419240**

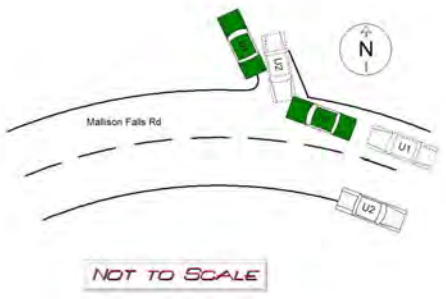
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit		
11017	**13663**	**13663**	Miles **.13** Tenths	Miles **30** Per Hour	☐ Unknown ☐ N/A	☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **4 - Intersection Movement**	(F2) Type of Location **6 - Driveways**
(F3) Weather Condition **6 - Snow**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **2 - On Grade**	(F6) Road Surface Condition **3 - Snow**
(F7) Traffic Control Device **13 - None**	Traffic Control Device Operational (pre-crash)? ☐ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **2 - Shoulder**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **2 - Weather Conditions**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1 **2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

Unit 1 was traveling westbound on Mallison Falls Road. Unit 2 was attemping to leave a parking area after turning around to avoid a crash. Unit 1 lost control on the snowy/icy road and slid into Unit 2 causing damage to Unit 2. Unit 1 did not sustain any damage.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
Ptlm Jason R Andrews	**13**	**12/28/2012**	**Sgt James C Boudreau**	**12/31/2012**

Report Number
12WIN-49040-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**2G1WF52E859149048**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
11 - CHEVROLET	**2005**	**5 - Green**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☐ Eastbound ☑ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function
☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☑ No Damage Observed ☐ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
	13 - Motor Vehicle in Transport
(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
16 - Skidding	**1 - None**
(U10) Sequence of Events 1	(U10) Sequence of Events 2
8 - Went Off Roadway Right	
(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator	License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
	*		**ME**	**C**		

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number	Pending	Violation 1	Violation 2
	☐		

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**
(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
17 - Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)
☐ Alcohol Test Result Pending
Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other
Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**M**	**07/13/83**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**

Report Number **12WIN-49040-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐	**JTHBA30G755095802**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
41 - LEXUS	**2005**	**14 - White**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound ☑ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
11 - Front Driver Corner	**13 - Motor Vehicle in Transport**
(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
30 - Other Vehicle Action	**1 - None**
(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	
(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**C**		

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number Pending ☐

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**
(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
1 - No Contributing Action	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) ☐ Alcohol Test Result Pending — Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other — Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**M**	**03/25/45**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**

2012-49738

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0031500	**12WIN-48772-AC**	**12/25/2012**	**12:05**	**12/25/2012**	**12:19**

City or Town	Street or Highway	Nearest Intersecting Street	
Windham	**MALLISON FALLS RD**	**TL - Gorham, Windham**	☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☐ At Intersection ☐ North ☐ South ☑ East ☐ West	**309** ☑ Feet ☐ Miles	**43.728240**	**-70.420080**

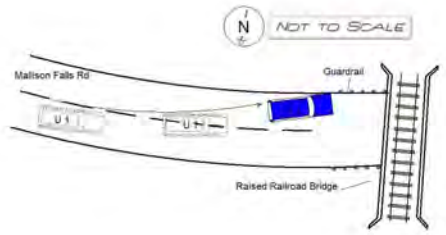
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit		
11017	**13663**	**13663**	Miles **0** Tenths **.2**	Miles **35** Per Hour	☐ Unknown ☐ N/A	☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **7 - Went Off Road**	(F2) Type of Location **2 - Curved Road**
(F3) Weather Condition **6 - Snow**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **2 - On Grade**	(F6) Road Surface Condition **3 - Snow**
(F7) Traffic Control Device **13 - None**	Traffic Control Device Operational (pre-crash)? ☐ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **1 - On Roadway**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **2 - Weather Conditions**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1 **2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

Unit 1 westbound on Mallison Falls Rd. Road conditions were icy packed snow, untreated. Unit 1 descending a hill in a curve crossed over into the opposite lane, and struck the end of a guardrail as it left the road.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip

Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
Sgt James C Boudreau	**7**	**12/25/2012**	**Sgt Peter L Fulton**	**1/4/2013**

Report Number
12WIN-48772-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**JF2SH6CC4AH915982**	*****	**ME**	**2 - (Sport) Utility Vehicle**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*****	*****

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
65 - SUBARU	**2010**	**4 - Blue**

(U4)Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☐ Eastbound ☑ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function
☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☑ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
10 - Front Driver Quarter Panel	**28 - Guardrail End**

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2
9 - Went Off Roadway Left	**36 - Guardrail End**

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number: ***** ☑ Active ☐ No License ☐ Permit ☐ Suspended

State: **ME** | License Class: **C** | Endorsements: **0** | Restrictions: **0**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*****			***** ME***			

Citation Number ☐ Pending

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*****			***** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
9 - Drove Too Fast For Conditions	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending

Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	*****	**F**	**03/08/93**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

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

REPORT DESCRIPTION

P15714

REPORT PARAMETERS

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

Route: 0004X	Start Node: 15714	Start Offset: 0	☐ Exclude First Node
	End Node: 15714	End Offset: 0	☐ Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
P15714	0004X - 46.30	Int of GRAY RD MOSHER RD	2	20	0	1	5	1	12	36.8	4.441	1.50	0.35	4.33
												Statewide Crash Rate:	0.13	
Study Years:	3.00	NODE TOTALS:		20	0	1	5	1	12	35.0	4.441	1.50	0.35	4.33

2010-2458C

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**10GOR-25-AC**	**1/14/2010**	**12:00**	**1/14/2010**	**12:08**

City or Town	Street or Highway	Nearest Intersecting Street	
Gorham	**698 GRAY RD**		☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☐ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☑ Miles		

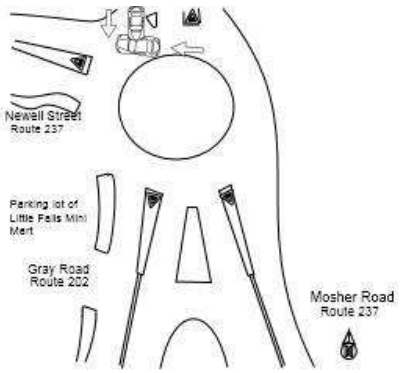
Node 1	Node 2	Measurement Node	Distance to Scene Miles / Tenths	Posted Speed Limit Miles Per Hour	
15714	**0**	**15714**	**0**	**15**	☐ Unknown ☐ N/A ☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **4 - Intersection Movement**	(F2) Type of Location **21 - Traffic Circle/Roundabout**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☐ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☐ No

NARRATIVE

Veh #1 was traveling South on Gray Rd. entering the Roundabout at Mosher Rd. and Newell St. Veh #2 was traveling West on Mosher Rd. crossing the Roundabout to Newell St. Veh #1 failed to yield to Veh #2. Driver #1 stated she looked and did not see Veh #2. Witnesses stated they felt Veh #2 was traveling too fast.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
*			* ME*			
Witness Last Name	First	MI	Address	City	State	Zip
*			* ME*			

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
HENCKEL, ROBERT	**G104**	**1/18/2010**	**MAILMAN, ROBERT**	**1/18/2010**

Report Number **10GOR-25-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**WDBRF92H06F766487**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
45 - MERCEDES BENZ	**2006**	**14 - White**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☐ No

HAZMAT Placarded ? ☐ Yes ☐ No

Vehicle Travel Direction ☐ Northbound ☑ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☑ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
11 - Stopped in traffic	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator	License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
	*		**ME**	**C**		**A**

DRIVER Last Name First Name MI	DRIVER Address City State Zip
*	*** ME***

Citation Number Pending ☐	Violation 1	Violation 2

OWNER Last Name (skip if same as Driver) First Name MI	OWNER Address City State Zip
*	*** ME***

(D1) Driver Distracted By	(D2) Condition at Time of Crash
	1 - Apparently Normal

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
3 - Failed to Yield Right-of-Way	

Alcohol Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) ☐ Alcohol Test Result Pending — Alcohol BAC Result

Drug Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other — Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	*	**F**	**04/29/55**	**1**	**1**			**1**	**3**		**5**			**2**	

Report Number **10GOR-25-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐	**2G1WL52M9V9113370**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
11 - CHEVROLET	**1997**	**9 - Purple,Orange,Other**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☐ No

HAZMAT Placarded ? ☐ Yes ☐ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☐ Eastbound ☑ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☑ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number * ☑ Active ☐ No License ☐ Permit ☐ Suspended

State	License Class	Endorsements	Restrictions
ME	**C**	**0**	**0**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			* ME*			

Citation Number ☐ Pending

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			* ME*			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
	1 - Apparently Normal

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2

Alcohol Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) ☐ Alcohol Test Result Pending

Alcohol BAC Result

Drug Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**F**	**03/06/85**	**1**	**1**			**1**	**3**		**5**			**2**	

STATE OF MAINE CRASH REPORT

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**10GOR-115-AC**	**3/15/2010**	**07:40**	**3/15/2010**	**07:46**

City or Town	Street or Highway	Nearest Intersecting Street	
Gorham	**698 GRAY RD**		☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☐ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☑ Miles		

Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit		
15714	**0**		Miles **0** Tenths	Miles **25** Hour	☐ Unknown ☐ N/A	☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **4 - Intersection Movement**	(F2) Type of Location **21 - Traffic Circle/Roundabout**
(F3) Weather Condition **4 - Rain**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **2 - Wet**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☐ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☐ No

NARRATIVE

VEHICLE ONE WAS SOUTHBOUND ON GRAY ROAD APPROACHING THE ROUNDABOUT AT THE INTERSECTION WITH MOSHER ROAD. VEHICLE TWO WAS ALREADY IN THE ROUNDABOUT TRAVELING WEST TOWARDS GRAY ROAD. THE DRIVER OF VEHICLE ONE STATED SHE DID NOT OBSERVE VEHICLE TWO AT WHICH TIME SHE ENTERED THE ROUNDABOUT AND THE COLLISION OCCURRED.

CRASH DIAGRAM

Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
FRANK, BRENT	**G105**	**3/16/2010**	**YOUNG, DANIEL**	**3/16/2010**

Report Number **10GOR-115-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**1GKDT13W6W2512801**	*	**ME**	**2 - (Sport) Utility Vehicle**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
23 - GMC	**1998**	**5 - Green**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☐ No

HAZMAT Placarded ? ☐ Yes ☐ No

Vehicle Travel Direction ☐ Northbound ☑ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
19 - Merging	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**C**	**0**	**0**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number	Pending	Violation 1	Violation 2
	☐		

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
	1 - Apparently Normal

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
3 - Failed to Yield Right-of-Way	

Alcohol Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) ☐ Alcohol Test Result Pending — Alcohol BAC Result

Drug Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other — Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**F**	**03/04/67**	**1**	**1**			**1**	**3**		**5**			**2**	

Report Number
10GOR-115-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐	**1G2AL18F087125694**	*****	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*****	*****

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
58 - PONTIAC	**2008**	**8 - Grey, Silver**

(U4) Vehicle Configuration

GVWR or GCWR: ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☐ No

HAZMAT Placarded ? ☐ Yes ☐ No

Vehicle Travel Direction: ☐ Northbound ☐ Southbound ☐ Eastbound ☑ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle: **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage: ☐ No Damage Observed ☐ Minor Damage ☐ Functional Damage ☑ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*****		**ME**	**C**	**0**	**0**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*****			***** ME***			

Citation Number Pending ☐

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*****			***** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
	1 - Apparently Normal

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2

Alcohol Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending

Alcohol BAC Result

Drug Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	*****	**M**	**03/16/91**	**1**	**1**			**1**	**3**		**5**			**2**	

2010-11562C

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**10GOR-159-AC**	**5/3/2010**	**08:27**	**5/3/2010**	**08:38**

City or Town	Street or Highway	Nearest Intersecting Street	
Gorham	**698 GRAY RD**		☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☐ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☑ Miles		

Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit	
15714	**0**		Miles **0** Tenths	Miles **25** Per Hour	☐ Unknown ☐ N/A ☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash	(F2) Type of Location
2 - Rear End / Sideswipe	**21 - Traffic Circle/Roundabout**
(F3) Weather Condition	(F4) Light Condition
2 - Cloudy	**1 - Daylight**
(F5) Road Grade	(F6) Road Surface Condition
1 - Level	**1 - Dry**
(F7) Traffic Control Device	Traffic Control Device Operational (pre-crash)?
6 - Yield Sign	☐ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event	Total Damage over Threshold?
	☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☐ No

NARRATIVE

Veh #2 was stopped on Gray Rd. at the Roundabout. Veh #1 approached from the rear traveling South. Driver #1 stated her foot slipped off the brake while attempting to stop. Veh #1 struck Veh #2 in the rear, causing damage to both vehicles.

CRASH DIAGRAM

Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
HENCKEL, ROBERT	**G104**	**5/6/2010**	**NAULT, MICHAEL**	**5/6/2010**

Report Number
10GOR-159-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**YV1LW554XW2353616**	*****	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*****	*****

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
70 - VOLVO	**1998**	**4 - Blue**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☐ No

HAZMAT Placarded ? ☐ Yes ☐ No

Vehicle Travel Direction ☐ Northbound ☑ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function

☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☐ Functional Damage ☑ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
10 - Slowing in traffic	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*****		**ME**	**C**	**0**	**0**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*****			***** ME***			

Citation Number	Pending	Violation 1	Violation 2
	☐		

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*****			***** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
	1 - Apparently Normal

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2

Alcohol Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending

Alcohol BAC Result

Drug Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	*****	**F**	**09/22/58**	**1**	**1**			**1**	**3**		**5**			**2**	

Report Number	STATE OF MAINE CRASH REPORT	UNIT PAGE
10GOR-159-AC		

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐	**1GNDT13W3V2191737**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
11 - CHEVROLET	**1997**	**5 - Green**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☐ No

HAZMAT Placarded ? ☐ Yes ☐ No

Vehicle Travel Direction ☐ Northbound ☑ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☑ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
11 - Stopped in traffic	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**C**		**A**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number	Pending	Violation 1	Violation 2
	☐		

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
	1 - Apparently Normal

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2

Alcohol Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) ☐ Alcohol Test Result Pending — Alcohol BAC Result

Drug Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other — Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**M**	**11/28/88**	**1**	**1**			**1**	**3**		**5**			**2**	

(A)

STATE OF MAINE CRASH REPORT

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**10GOR-233-AC**	**7/16/2010**	**13:40**	**7/16/2010**	**13:41**

City or Town	Street or Highway	Nearest Intersecting Street	
Gorham	**10 MOSHER RD**	**GRAY ROAD (" ROUNDABOUT ")**	☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☐ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☑ Miles		

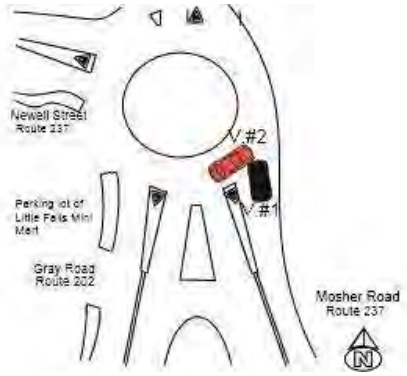
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit		
15714	**0**		Miles **0** Tenths	Miles **25** Hour	☐ Unknown ☐ N/A	☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **4 - Intersection Movement**	(F2) Type of Location **21 - Traffic Circle/Roundabout**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☐ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☐ No

NARRATIVE

V.#2 was traveling East through the roundabout on Gray Road (Rts.: #202-#4.) V.#1 was traveling North on Mosher Road (Rt.#237). V.#1 failed to yield to V.#2 as he entered into the roundabout. V.#1 left front struck the right front of V.#2.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
*			* FL*			
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
KEARNS, DAVID	**G102**	**7/18/2010**	**MAILMAN, ROBERT**	**7/18/2010**

Report Number **10GOR-233-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**1G3NL52EXXC319367**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
51 - OLDSMOBILE	**1999**	**1 - Black**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☐ No

HAZMAT Placarded ? ☐ Yes ☐ No

Vehicle Travel Direction ☑ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☑ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
19 - Merging	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator	License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
	*		**ME**	**C**		**A**

DRIVER Last Name First Name MI	DRIVER Address City State Zip
*	*** ME***

Citation Number Pending ☐	Violation 1	Violation 2

OWNER Last Name (skip if same as Driver) First Name MI	OWNER Address City State Zip
*	*** ME***

(D1) Driver Distracted By	(D2) Condition at Time of Crash
	1 - Apparently Normal

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
3 - Failed to Yield Right-of-Way	

Alcohol Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) ☐ Alcohol Test Result Pending — Alcohol BAC Result

Drug Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other — Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**M**	**12/06/32**	**1**	**1**			**1**	**3**		**5**			**2**	

Report Number
10GOR-233-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐	**2G1FA1EV9A9165935**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
11 - CHEVROLET	**2010**	**10 - Red**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☐ No

HAZMAT Placarded ? ☐ Yes ☐ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☑ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function

☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☑ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**C**		**A**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number	Pending	Violation 1	Violation 2
	☐		

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
	1 - Apparently Normal

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2

Alcohol Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending

Alcohol BAC Result

Drug Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**M**	**07/26/61**	**1**	**1**			**1**	**3**		**5**			**1**	

2010-19601C

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**10GOR-265-AC**	**8/20/2010**	**12:35**	**8/20/2010**	**12:38**

City or Town	Street or Highway	Nearest Intersecting Street	
Gorham	**698 GRAY RD**		☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☐ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☑ Miles		

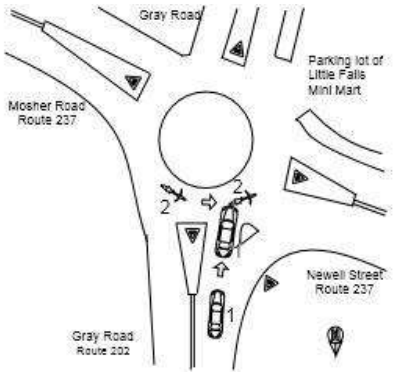
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit		
15714	**0**		Miles **0** Tenths	Miles **25** Per Hour	☐ Unknown ☐ N/A	☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **4 - Intersection Movement**	(F2) Type of Location **21 - Traffic Circle/Roundabout**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☐ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☐ No

NARRATIVE

VEHICLE ONE WAS SOUTHBOUND ON GRAY ROAD APPROACHING THE ROUNDABOUT. VEHICLE TWO, A MOPED, WAS IN THE ROUNDABOUT APPROACHING VEHICLE ONE'S LOCATION. DRIVER ONE INDICATED THAT HE DID NOT SEE VEHICLE TWO AT WHICH TIME HE ENTERED THE ROUNDABOUT AND THE VEHICLES COLLIDED.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
FRANK, BRENT	**G105**	**8/23/2010**	**YOUNG, DANIEL**	**8/23/2010**

Report Number
10GOR-265-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**1G1ZJ57B994160529**	*****	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*****	*****

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
11 - CHEVROLET	**2009**	**8 - Grey, Silver**

(U4)Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☐ No

HAZMAT Placarded ? ☐ Yes ☐ No

Vehicle Travel Direction ☐ Northbound ☑ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function

☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
9 - Starting in traffic	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*****		**ME**	**B**	**P**	**S**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*****			***** ME***			

Citation Number Pending ☐

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*****			***** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
	1 - Apparently Normal

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
3 - Failed to Yield Right-of-Way	

Alcohol Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending

Alcohol BAC Result

Drug Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*****	**M**	**01/25/44**	**1**	**1**			**1**	**3**		**5**			**2**	
2	*****	**F**	**05/19/20**	**1**	**3**			**1**	**3**		**5**			**2**	
2	*****	**F**	**09/29/49**	**2**	**3**			**1**	**3**		**5**			**2**	

Report Number **10GOR-265-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐	**LPRSA30A87A131496**	*	**ME**	**12 - Moped**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
99 - OTHER	**2001**	**1 - Black**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☐ No

HAZMAT Placarded ? ☐ Yes ☐ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☐ Eastbound ☑ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator	License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
	*		**ME**	**C**	**0**	**0**

DRIVER Last Name First Name MI	DRIVER Address City State Zip
*	*** ME***

Citation Number Pending ☐	Violation 1	Violation 2

OWNER Last Name (skip if same as Driver) First Name MI	OWNER Address City State Zip
*	*** ME***

(D1) Driver Distracted By	(D2) Condition at Time of Crash
	1 - Apparently Normal

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2

Alcohol Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) ☐ Alcohol Test Result Pending — Alcohol BAC Result

Drug Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other — Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**F**	**08/19/86**	**1**	**1**			**3**		**1**	**2**	**3**	**5**	**3**	

(A)

2010-25035C

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**10GOR-322-AC**	**10/13/2010**	**07:25**	**10/13/2010**	**07:43**

City or Town	Street or Highway	Nearest Intersecting Street	
Gorham	**8 NEWELL ST**		☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☐ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☑ Miles		

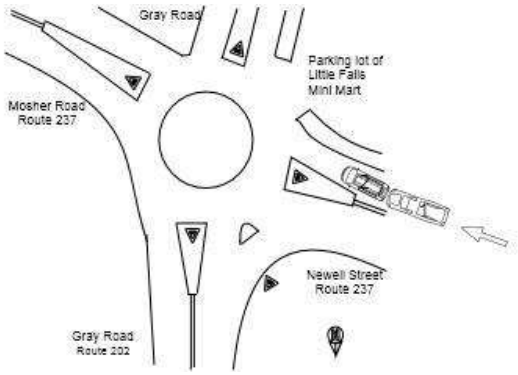
Node 1	Node 2	Measurement Node	Distance to Scene Miles / Tenths	Posted Speed Limit Miles Per Hour	
15714	**0**	**15978**	**0**	**30**	☐ Unknown ☐ N/A ☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **2 - Rear End / Sideswipe**	(F2) Type of Location **21 - Traffic Circle/Roundabout**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☐ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **4 - Glare**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☐ No

NARRATIVE

Veh #2 was stopped in traffic on Newell St. at the roundabout. Veh #1 approached from the rear. Due to the sun, driver #1 did not see that Veh #2 was stopped. Veh #1 struck Veh #2 in the rear, causing damage to both.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
HENCKEL, ROBERT	**G104**	**10/16/2010**	**MAILMAN, ROBERT**	**10/16/2010**

Report Number **10GOR-322-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**1GTDT19E578160867**	*	**ME**	**5 - Pickup**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
23 - GMC	**2007**	**14 - White**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☐ No

HAZMAT Placarded ? ☐ Yes ☐ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☑ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☑ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**C**	**0**	**0**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			* **ME***			

Citation Number	Pending	Violation 1	Violation 2
	☐		

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			* **ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
	1 - Apparently Normal

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2

Alcohol Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) ☐ Alcohol Test Result Pending — Alcohol BAC Result

Drug Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other — Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	*	**M**	**06/17/74**	**1**	**1**			**1**	**3**		**5**			**2**	

Report Number **10GOR-322-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐	**SHSRD78876U442288**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
26 - HONDA	**2006**	**4 - Blue**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☐ No

HAZMAT Placarded ? ☐ Yes ☐ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☑ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
11 - Stopped in traffic	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**C**	**0**	**0**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number	Pending	Violation 1	Violation 2
	☐		

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
	1 - Apparently Normal

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2

Alcohol Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) ☐ Alcohol Test Result Pending — Alcohol BAC Result

Drug Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other — Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**F**	**05/05/62**	**1**	**1**			**1**	**3**		**5**			**2**	

2010-31904C

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**10GOR-410-AC**	**12/17/2010**	**13:30**	**12/17/2010**	**13:40**

City or Town	Street or Highway	Nearest Intersecting Street	
Gorham	**698 GRAY RD**		☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☐ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☑ Miles		

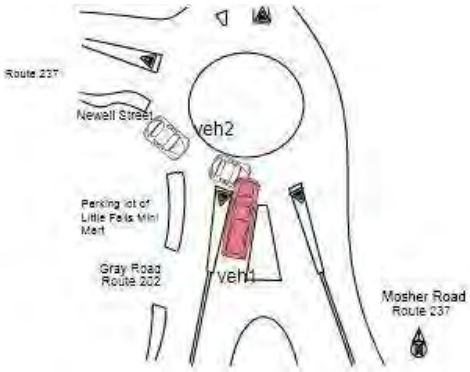
Node 1	Node 2	Measurement Node	Distance to Scene Miles / Tenths	Posted Speed Limit Miles Per Hour	
15714	**0**	**59482**	**0**	**25**	☐ Unknown ☐ N/A ☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **4 - Intersection Movement**	(F2) Type of Location **21 - Traffic Circle/Roundabout**
(F3) Weather Condition **2 - Cloudy**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☐ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☐ No

NARRATIVE

vehicle two was traveling around the rotary and had the right of way. vehicle one was traveling northbound on gray road and failed to yeld to vehicle two which was in the rotary and was struck by vehicle one. both vehicles had damage.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
*			* ME*			
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
COFFIN, MICHAEL	**G106**	**12/22/2010**	**YOUNG, DANIEL**	**12/22/2010**

Report Number
10GOR-410-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**1N6ED26Y43C420895**	*****	**ME**	**5 - Pickup**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*****	*****

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
50 - NISSAN	**2003**	**10 - Red**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☐ No

HAZMAT Placarded ? ☐ Yes ☐ No

Vehicle Travel Direction ☑ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function

☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☐ Functional Damage ☑ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
9 - Starting in traffic	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*****		**ME**	**C**	**0**	**0**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*****			***** ME***			

Citation Number Pending ☐

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*****			***** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
	1 - Apparently Normal

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
3 - Failed to Yield Right-of-Way	

Alcohol Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending

Alcohol BAC Result

Drug Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*****	**M**	**02/09/54**	**1**	**1**			**1**	**3**		**5**			**2**	

Report Number
10GOR-410-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐	**KMHCM3AC1BU201179**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
27 - HYUNDAI	**2011**	**14 - White**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☐ No

HAZMAT Placarded ? ☐ Yes ☐ No

Vehicle Travel Direction ☐ Northbound ☑ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function

☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☐ Functional Damage ☑ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**C**		**A**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number	Pending	Violation 1	Violation 2
	☐		

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
	1 - Apparently Normal

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2

Alcohol Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending

Alcohol BAC Result

Drug Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**F**	**04/11/89**	**1**	**1**			**1**	**3**		**5**			**2**	

2011-12852

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**11GOR-20-AC**	**1/15/2011**	**11:20**	**1/15/2011**	**11:39**

City or Town	Street or Highway	Nearest Intersecting Street	
Gorham	**698 GRAY RD**	**8 NEWELL ST**	☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☑ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☐ Miles		

Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit		
15714	**0**		Miles **0** Tenths	Miles **25** Hour	☐ Unknown ☐ N/A	☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **4 - Intersection Movement**	(F2) Type of Location **21 - Traffic Circle/Roundabout**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☑ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **1 - On Roadway**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **1 - None**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1 **1 - None**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

V.#2 was traveling West on Rt.:#237, Mosher Road, through the "roundabout", onto Newell Street.
V.#1 was traveling South on Rt.:#202-#4, Gray Road.
Operator of V.#1 failed to yield to V.#2.
V.#2 front end struck the left side of V.#1.

CRASH DIAGRAM

Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
DAVID M KEARNS	**G102**	**1/15/2011**	**MPN**	**2/21/2011**

Report Number
11GOR-20-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**2GCEK19M8V1173465**	*	**ME**	**5 - Pickup**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
11 - CHEVROLET	**1997**	**1 - Black**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☑ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function
☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☑ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
9 - Center Driver Side	**13 - Motor Vehicle in Transport**

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
19 - Merging	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number * ☑ Active ☐ No License ☐ Permit ☐ Suspended

State **ME**

License Class | Endorsements | Restrictions

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			* ME*			

Citation Number Pending ☐

Violation 1 | Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			* ME*			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
3 - Failed to Yield Right-of-Way	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending | Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**M**	**02/01/71**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**
2	*	**M**	**03/07/65**	**1**	**3**		**2**	**1**	**3**		**5**			**2**	**1**
2	*	**M**	**07/20/99**	**2**	**1**		**2**	**1**	**3**		**5**			**2**	**1**
2	*	**M**	**05/12/97**	**2**	**3**		**2**	**1**	**3**		**5**			**2**	**1**

Report Number
11GOR-20-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐	**1GCEK19T92Z200392**	*	**ME**	**5 - Pickup**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
11 - CHEVROLET	**2002**	**8 - Grey, Silver**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☐ Eastbound ☑ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function
☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☑ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
1 - Front Passenger Corner	**13 - Motor Vehicle in Transport**
(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**
(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	
(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**			

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number ☐ Pending

Violation 1

Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By
1 - Not Distracted

(D2) Condition at Time of Crash
1 - Apparently Normal

(D3) Driver Actions at Time of Crash 1
1 - No Contributing Action

(D3) Driver Actions at Time of Crash 2

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending

Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash

(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1

(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers

(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**M**	**11/03/67**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**
2	*	**F**	**10/29/03**	**1**	**3**		**2**	**1**	**3**		**4**	**9**	**7**	**2**	**300**

STATE OF MAINE CRASH REPORT

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**11GOR-96-AC**	**3/1/2011**	**07:11**	**3/1/2011**	**07:25**

City or Town	Street or Highway	Nearest Intersecting Street	
Gorham	**10 MOSHER RD**	**698 GRAY RD**	☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☑ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☐ Miles		

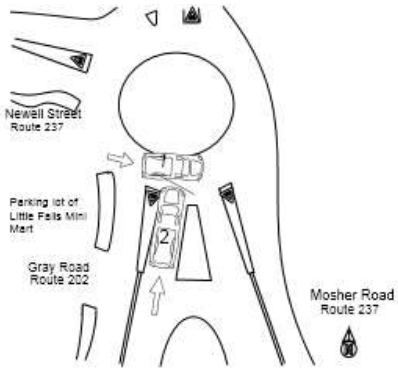
Node 1	Node 2	Measurement Node	Distance to Scene Miles / Tenths	Posted Speed Limit Miles Per Hour	
15714	**0**	**59482**	**0**	**25**	☐ Unknown ☐ N/A ☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **4 - Intersection Movement**	(F2) Type of Location **21 - Traffic Circle/Roundabout**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☑ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **1 - On Roadway**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **1 - None**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1 **1 - None**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

Veh #1 was traveling East in the Roundabout from Newell St. to Mosher Rd. A Maroon 1 Ton Truck with a plow approached on Gray Rd. Northbound. Veh #2 failed to yield to Veh #1 and the corner of the plow blade struck the Right Rear of Veh #1. Veh #2 fled the scene.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
ROBERT E HENCKEL	**G102**	**3/1/2011**	**DLY**	**3/18/2011**

Last Modified: 3/18/2011 15:11

Report Number
11GOR-96-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**1GCDT13X93K110089**	*****	**ME**	**5 - Pickup**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*****	*****

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
11 - CHEVROLET	**2003**	**4 - Blue**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☑ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function
☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
5 - Rear Passenger Corner	**13 - Motor Vehicle in Transport**
(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**
(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	
(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*****		**ME**	**C**		

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*****			***** **ME***			

Citation Number ☐ Pending

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*****			***** **ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**
(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
1 - No Contributing Action	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)
☐ Alcohol Test Result Pending
Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other
Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	*****	**F**	**08/24/64**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**

Report Number
11GOR-96-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☑		*		**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
		9 - Purple,Orange,Other

(U4)Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☑ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function
☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☑ No Damage Observed ☐ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
16 - Unknown	**13 - Motor Vehicle in Transport**
(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
19 - Merging	**1 - None**
(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	
(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☐ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator | License Number ☐ Active ☐ No License ☐ Permit ☐ Suspended | State | License Class | Endorsements | Restrictions

DRIVER Last Name First Name MI	DRIVER Address City State Zip
Citation Number Pending ☐	Violation 1 / Violation 2
OWNER Last Name (skip if same as Driver) First Name MI	OWNER Address City State Zip
(D1) Driver Distracted By	(D2) Condition at Time of Crash
(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2

Alcohol Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) | ☐ Alcohol Test Result Pending | Alcohol BAC Result

Drug Test ☐ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other | Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code

2011-12883

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**11GOR-189-AC**	**5/13/2011**	**20:46**	**5/13/2011**	**20:51**

City or Town	Street or Highway	Nearest Intersecting Street	
Gorham	**698 GRAY RD**	**10 MOSHER RD**	☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☑ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☐ Miles		

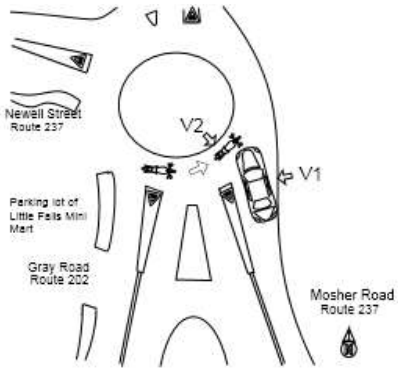
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit		
15714	**0**		Miles **0** Tenths	Miles **25** Hour	☐ Unknown ☐ N/A	☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **4 - Intersection Movement**	(F2) Type of Location **21 - Traffic Circle/Roundabout**
(F3) Weather Condition **2 - Cloudy**	(F4) Light Condition **4 - Dark - Lighted**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☑ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **1 - On Roadway**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **1 - None**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1 **1 - None**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

V2 (motorcycle) in roundabout heading Northbound. V1 entering roundabout from Mosher Rd. V1 did not see V2 and struck V2 on right side causing operator to lay motorcycle down.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
MICHAEL P NAULT	**G4**	**5/13/2011**	**MPN**	**5/13/2011**

Report Number **11GOR-189-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**3N1AB61R68L738138**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
50 - NISSAN	**2008**	**8 - Grey, Silver**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☑ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☑ No Damage Observed ☐ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
	13 - Motor Vehicle in Transport
(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
19 - Merging	**1 - None**
(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	
(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**C**	**0**	**A**

DRIVER Last Name First Name MI	DRIVER Address City State Zip
*	*** ME***
Citation Number Pending ☐	Violation 1 / Violation 2
OWNER Last Name (skip if same as Driver) First Name MI	OWNER Address City State Zip
*	*** ME***
(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**
(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
3 - Failed to Yield Right-of-Way	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) ☐ Alcohol Test Result Pending — Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other — Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**F**	**08/17/86**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**

Report Number
11GOR-189-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐	**JH2PC40087M002540**	*****	**ME**	**11 - Motorcycle**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*****	*****

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
26 - HONDA	**2007**	**9 - Purple,Orange,Other**

(U4)Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☑ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function
☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☑ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
10 - Front Driver Quarter Panel	**13 - Motor Vehicle in Transport**

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number: ***** ☑ Active ☐ No License ☐ Permit ☐ Suspended

State	License Class	Endorsements	Restrictions
ME	**C**	**I**	**0**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*****			***** ME*****			

Citation Number ☐ Pending

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*****			***** ME*****			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
1 - No Contributing Action	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)
☐ Alcohol Test Result Pending
Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other
Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*****	**M**	**09/01/87**	**1**	**1**		**1**	**2**	**1**	**1**	**3**	**9**	**4**	**2**	**1**

STATE OF MAINE CRASH REPORT

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**11GOR-212-AC**	**5/29/2011**	**16:04**	**5/29/2011**	**16:08**

City or Town	Street or Highway	Nearest Intersecting Street	Off Road
Gorham	**698 GRAY RD**	**8 NEWELL ST**	☐

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☑ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☐ Miles		

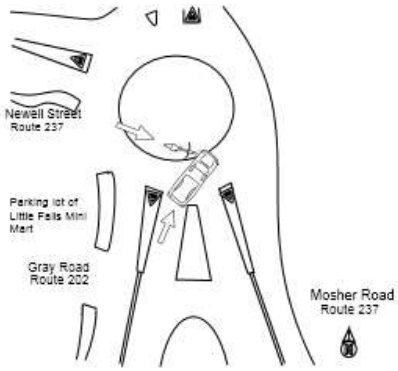
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit
15714	**0**		Miles **0** Tenths	Miles **25** Per Hour ☐ Unknown ☐ N/A ☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **9 - Bicycle**	(F2) Type of Location **21 - Traffic Circle/Roundabout**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☑ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **1 - On Roadway**	Total Damage over Threshold? ☐ Yes ☑ No
(F9) Contributing Circumstances - Environment 1 **1 - None**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1 **1 - None**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

Veh.#1 was traveling North on Gray Rd. entering the Roundabout. Bicycle was traveling across the Roundabout from Newell St. towards Mosher Rd. Driver 1 stated that she saw the bicyclist approaching and began to enter the Roundabout. The bicycle crossed the concrete island of the Roundabout, rather than following the paved travel portion of the roadway. Bicyclist ran into the left front corner of vehicle #1. Rider fell to the pavement.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
ROBERT E HENCKEL	**G102**	**6/7/2011**	**DLY**	**6/14/2011**

Report Number **11GOR-212-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**JTMBK33V166009565**	*****	**NH**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*****	*****

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
67 - TOYOTA	**2006**	**10 - Red**

(U4) Vehicle Configuration

GVWR or GCWR: ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction: ☑ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle: **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage: ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
11 - Front Driver Corner	**10 - Pedalcycle**
(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**4 - Body, Doors**
(U10) Sequence of Events 1	(U10) Sequence of Events 2
18 - Pedalcycle	
(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*****		**NH**	**C**		**A**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*****			*****	**NH***		

Citation Number ☐ Pending

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*****			*****	**NH***		

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**
(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
3 - Failed to Yield Right-of-Way	

Alcohol Test: ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending — Alcohol BAC Result

Drug Test: ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	*****	**F**	**04/09/54**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**

Report Number
11GOR-212-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐		*		**23 - Bicyclist**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color

(U4)Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☐ No

HAZMAT Placarded ? ☐ Yes ☐ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle

(U10) Sequence of Events 1	(U10) Sequence of Events 2

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☐ Driver Bicycle ☑ Pedestrian ☐ ☐ Last Known Operator

License Number * ☐ Active ☐ No License ☐ Permit ☐ Suspended

State **ME**

License Class

Endorsements

Restrictions

BICYCLIST Last Name First Name MI	BICYCLIST Address City State Zip
*	*** ME***

Citation Number Pending ☐	Violation 1	Violation 2

OWNER Last Name (skip if same as Driver) First Name MI	OWNER Address City State Zip

(D1) Driver Distracted By	(D2) Condition at Time of Crash
	1 - Apparently Normal

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending

Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
3 - Intersection – Other	**1 - Crossing Roadway**

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
10 - Improper Turn/Merge	

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers
	6 - Bicycle - Riding Across Road

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
7	*	**M**	**06/29/87**							**3**	**3**	**8**	**6**	**2**	**1**

2011-12898

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**11GOR-233-AC**	**6/20/2011**	**11:03**	**6/20/2011**	**11:16**

City or Town	Street or Highway	Nearest Intersecting Street	
Gorham	**698 GRAY RD**	**8 NEWELL ST**	☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☑ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☐ Miles		

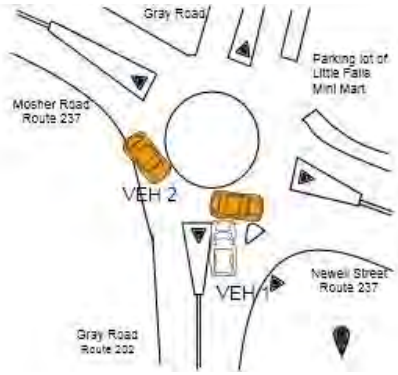
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit		
15714	**0**		Miles **0** Tenths	Miles **25** Hour	☐ Unknown ☐ N/A	☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **4 - Intersection Movement**	(F2) Type of Location **21 - Traffic Circle/Roundabout**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☑ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **1 - On Roadway**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **1 - None**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1 **1 - None**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☑ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

vehicle two was traveling around the rotary and was attempting to travel north on Newell Street. vehicle one was traveling south on Gray Rd and started to yield to vehicle two but failed to yield to vehicle two in the rotary. damage to vehicle two and scuff marks on the front bumper of vehicle one. there were no reports of any injuries at the scene.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
MICHAEL W COFFIN	**G507**	**6/20/2011**	**MPN**	**6/21/2011**

Report Number
11GOR-233-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**1J4FJ68S9WL176031**	*****	**ME**	**2 - (Sport) Utility Vehicle**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*****	*****

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
33 - JEEP	**1998**	**14 - White**

(U4)Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☑ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function
☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
12 - Front	**13 - Motor Vehicle in Transport**

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
19 - Merging	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*****		**ME**	**C**	**0**	

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*****			***** **ME***			

Citation Number Pending ☐

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*****			***** **ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
3 - Failed to Yield Right-of-Way	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)
☐ Alcohol Test Result Pending
Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other
Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	*****	**F**	**10/02/93**	**1**	**1**		**2**	**1**	**3**	**3**	**5**			**2**	**1**

Report Number **11GOR-233-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐	**JT8BF22G4V5009354**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
41 - LEXUS	**1997**	**7 - Brown**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☑ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☑ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
5 - Rear Passenger Corner	**13 - Motor Vehicle in Transport**
(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**
(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	
(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**C**	**0**	

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number Pending ☐

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**
(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
1 - No Contributing Action	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) ☐ Alcohol Test Result Pending — Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other — Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	*	**F**	**05/07/92**	**1**	**1**		**2**	**1**	**3**	**3**	**5**			**2**	**1**

2011-12924

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**11GOR-289-AC**	**8/13/2011**	**13:00**	**8/13/2011**	**18:52**

City or Town	Street or Highway	Nearest Intersecting Street	
Gorham	**698 GRAY RD**	**10 MOSHER RD**	☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☐ At Intersection ☐ North ☑ South ☐ East ☐ West	**50** ☑ Feet ☐ Miles		

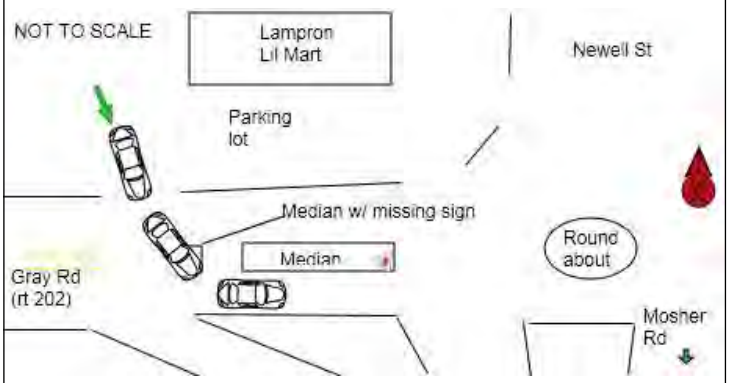
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit
15714	**0**	**59483**	Miles **0** Tenths	Miles **25** Per Hour ☐ Unknown ☐ N/A ☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **7 - Went Off Road**	(F2) Type of Location **6 - Driveways**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☑ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **3 - Median**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **1 - None**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1 **1 - None**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

Operator of V1 was turning left from parking lot on to Gray Road (rt 202) when he drove over the median causing damage to the under carage of his vehicle. There was a metal post sticking up from a sign that was run over. Operator was not paying attention to the median.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
DEAN R HANNON	**G202**	**8/13/2011**	**MPN**	**8/17/2011**

Report Number
11GOR-289-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**2B3HD76V5YH407100**	*****	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*****	*****

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
15 - DODGE	**2000**	**14 - White**

(U4) Vehicle Configuration

GVWR or GCWR: ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction: ☑ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle: **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage: ☐ No Damage Observed ☐ Minor Damage ☑ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
14 - Undercarriage	**13 - Motor Vehicle in Transport**

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
6 - Making left turn	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2
10 - Cross Median	

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*****		**ME**	**C**	**0**	**A**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*****			***** **ME***			

Citation Number Pending ☐

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*****			***** **ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
19 - Other Contributing Action	

Alcohol Test: ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending

Alcohol BAC Result:

Drug Test: ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result: ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	*****	**M**	**11/25/89**	**1**	**1**		**1**	**1**	**3**	**3**	**5**			**2**	**1**
2	*****	**M**	**05/01/89**	**1**	**3**		**1**	**1**	**3**	**3**	**5**			**2**	**1**
2	*****	**M**	**01/15/92**	**2**	**4**		**1**	**1**	**3**	**3**	**5**			**2**	**1**

STATE OF MAINE CRASH REPORT

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**12GOR-140-AC**	**4/9/2012**	**13:05**	**4/9/2012**	**13:13**

City or Town	Street or Highway	Nearest Intersecting Street	Off Road
Gorham	**698 GRAY RD**	**8 NEWELL ST**	☐

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☑ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☐ Miles		

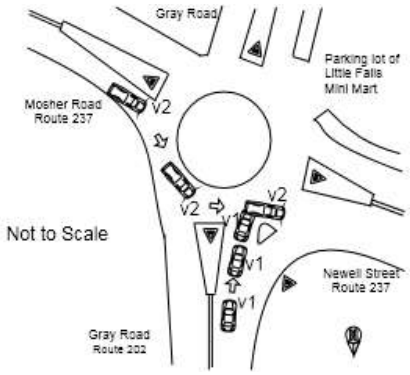
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit
15714	**0**		Miles **0** Tenths	Miles **25** Per Hour ☐ Unknown ☐ N/A ☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **4 - Intersection Movement**	(F2) Type of Location **21 - Traffic Circle/Roundabout**
(F3) Weather Condition **2 - Cloudy**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☑ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **1 - On Roadway**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **1 - None**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1 **1 - None**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

Vehicle 1 was traveling south on Gray Road approaching the round about. Vehicle 2 was traveling north on Mosher Road towards the round about. Vehicle 2 continued through the round about and was entering the entrance to Newell Street. Vehicle 1 didn't yield going into the round about. Vehicle 1's struck vehicle's 2 right rear passenger tire causing damage to both vehicles.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
MARK J SANBORN	**G503**	**4/10/2012**	**MPN**	**4/14/2012**

Report Number
12GOR-140-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**1G1ND52M8X6220462**	*****	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*****	*****

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
11 - CHEVROLET	**1999**	**2 - Beige**

(U4)Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☑ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function
☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
12 - Front	**13 - Motor Vehicle in Transport**

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*****		**ME**	**C**		

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*****			***** **ME***			

Citation Number Pending ☐

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*****			***** **ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
3 - Failed to Yield Right-of-Way	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending

Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	*****	**M**	**04/10/90**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**

Report Number **12GOR-140-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐	**2GTEK13T751139050**	*	**ME**	**5 - Pickup**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
23 - GMC	**2005**	**1 - Black**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☑ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
5 - Rear Passenger Corner	**13 - Motor Vehicle in Transport**
(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**
(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	
(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**A**	**I,N**	

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number Pending ☐

Violation 1 | Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**
(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
1 - No Contributing Action	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) ☐ Alcohol Test Result Pending — Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other — Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**M**	**09/28/69**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**

2012-29931

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**12GOR-144-AC**	**4/14/2012**	**08:06**	**4/14/2012**	**08:07**

City or Town	Street or Highway	Nearest Intersecting Street	
Gorham	**698 GRAY RD**	**10 MOSHER RD**	☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☑ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☐ Miles		

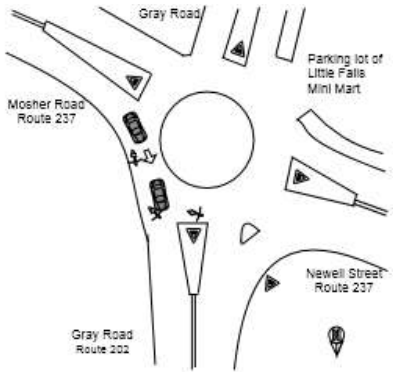
Node 1	Node 2	Measurement Node	Distance to Scene Miles / Tenths	Posted Speed Limit Miles Per Hour	
15714	**0**		**0**	**15**	☐ Unknown ☐ N/A ☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **9 - Bicycle**	(F2) Type of Location **21 - Traffic Circle/Roundabout**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☑ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **1 - On Roadway**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **1 - None**	(F9) Contributing Circumstances - Environment 2 **1 - None**
(F10) Contributing Circumstances - Road 1 **1 - None**	(F10) Contributing Circumstances -Road 2 **1 - None**
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

V1 was traveling north on Mosher Rd along with the bicyclist. According to op v1 he stated he thought the bike was turning right while in the roundabout onto Gray Road. Mr. Desanctis who was operating the cycle was continuing north on Newell St. Op of v1 made his turn onto Gray Road and struck Mr. Desanctis knocking him off the bike. There was minor damage to v1 front quarter panel and the bicycle had a bent rear rim and possible other damage. Mr. Desanctis was checked by rescue and released at the scene. He ended up going to have his ankle xrayed due to swelling and was told it was sprained. There were three bikes total and Mr. Desanctis was the middle bike. All were continuing north onto Newell St.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☑ Private
PROFILE DEVINCI TRI BIKE

Property Owner Name	Address	City	State	Zip
	*			

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
TODD B GAGNON	**G105**	**4/15/2012**	**MPN**	**4/15/2012**

Report Number
12GOR-144-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**2G1WT58N679127004**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
11 - CHEVROLET	**2007**	**8 - Grey, Silver**

(U4) Vehicle Configuration

GVWR or GCWR: ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction: ☑ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle: **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage: ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
1 - Front Passenger Corner	**13 - Motor Vehicle in Transport**
(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
5 - Making right turn	**1 - None**
(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	
(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**C**		**A**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number Pending ☐

Violation 1 | Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**
(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
3 - Failed to Yield Right-of-Way	

Alcohol Test: ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending | Alcohol BAC Result

Drug Test: ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result: ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**M**	**04/15/39**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**
2	*	**F**	**09/02/59**	**1**	**3**		**2**	**1**	**3**		**5**			**2**	**1**
2	*	**M**	**11/15/83**	**2**	**2**		**1**	**1**	**3**		**5**			**2**	**1**

Report Number **12GOR-144-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐		*		**23 - Bicyclist**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☐ No

HAZMAT Placarded ? ☐ Yes ☐ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☐ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle

(U10) Sequence of Events 1	(U10) Sequence of Events 2

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☐ Driver ☑ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number: * ☑ Active ☐ No License ☐ Permit ☐ Suspended

State: **ME** | License Class: **C** | Endorsements: | Restrictions: **0**

BICYCLIST Last Name	First Name	MI	BICYCLIST Address	City	State	Zip
*			* ME*			

Citation Number ☐ Pending

Violation 1

Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip

(D1) Driver Distracted By

(D2) Condition at Time of Crash: **1 - Apparently Normal**

(D3) Driver Actions at Time of Crash 1

(D3) Driver Actions at Time of Crash 2

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending

Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash: **5 - Travel Lane – Other Location**

(D5) Non Motorist Initial Contact: **3 - Walking/Cycling Along Roadway with Traffic (In or Adjacent to Travel)**

(D6) Non Motorist Action at Time of Crash 1: **1 - No Improper Action**

(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers

(D8) Bicyclist Maneuvers: **1 - Bicycle - Riding with Traffic**

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRAINT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

INJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

INJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

INJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
7	*	**M**	**11/14/68**							**2**	**3**	**9**	**6**	**3**	**1**

2012-29932

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**12GOR-147-AC**	**4/18/2012**	**11:02**	**4/18/2012**	**11:05**

City or Town	Street or Highway	Nearest Intersecting Street	
Gorham	**10 MOSHER RD**	**698 GRAY RD**	☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☑ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☐ Miles		

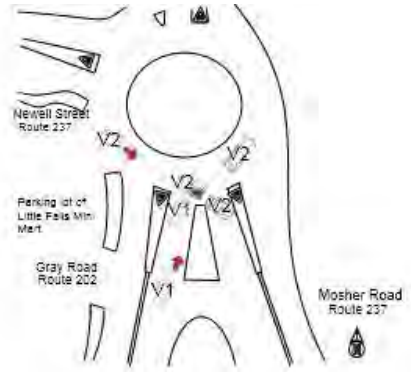
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit	
15714	**0**		Miles **0** Tenths	Miles **25** Hour	☐ Unknown ☐ N/A ☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **4 - Intersection Movement**	(F2) Type of Location **21 - Traffic Circle/Roundabout**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☐ Yes ☑ No ☐ Unk
(F8) Location of First Harmful Event **1 - On Roadway**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **1 - None**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1 **1 - None**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

Veh 1 entered roundabout before Veh 2 cleared the circle and subsequently struck Veh 2 in the passenger center area.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
Paul D Dubay	**G601**	**4/20/2012**	**MPN**	**4/30/2012**

Report Number **12GOR-147-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**1G4HP54K324143300**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
8 - BUICK	**2002**	**8 - Grey, Silver**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☑ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☑ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
12 - Front	**13 - Motor Vehicle in Transport**

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator	License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
	*		**ME**	**C**		

DRIVER Last Name First Name MI	DRIVER Address City State Zip
*	*** ME***

Citation Number Pending ☐	Violation 1	Violation 2

OWNER Last Name (skip if same as Driver) First Name MI	OWNER Address City State Zip
*	*** ME***

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
3 - Failed to Yield Right-of-Way	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) ☐ Alcohol Test Result Pending — Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other — Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**M**	**05/02/38**	**1**	**1**		**2**	**1**	**3**		**5**			**3**	**1**

Report Number **12GOR-147-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐	**1B3HE78K27D129221**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
15 - DODGE	**2007**	**1 - Black**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☐ Eastbound ☑ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☐ No Damage Observed ☐ Minor Damage ☑ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
3 - Center Passenger Side	**13 - Motor Vehicle in Transport**

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**C**		

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number Pending ☐

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**3 - Emotional(Depressed, Angry, Disturbed, etc.)**

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
1 - No Contributing Action	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) ☐ Alcohol Test Result Pending — Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other — Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	*	**M**	**11/07/80**	**1**	**1**		**2**	**1**	**3**		**3**	**9**	**3**	**3**	**300**

STATE OF MAINE CRASH REPORT

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**12GOR-213-AC**	**6/22/2012**	**14:03**	**6/22/2012**	**14:04**

City or Town	Street or Highway	Nearest Intersecting Street	Off Road
Gorham	**698 GRAY RD**	**10 MOSHER RD**	☐

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☑ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☐ Miles		

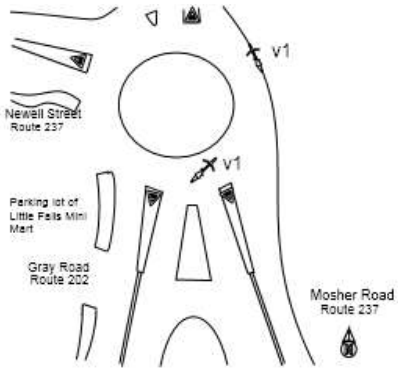
Node 1	Node 2	Measurement Node	Distance to Scene Miles / Tenths	Posted Speed Limit Miles Per Hour
15714	**0**		**0**	**15** ☐ Unknown ☐ N/A ☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **7 - Went Off Road**	(F2) Type of Location **21 - Traffic Circle/Roundabout**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☑ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **2 - Shoulder**	Total Damage over Threshold? ☐ Yes ☑ No
(F9) Contributing Circumstances - Environment 1 **1 - None**	(F9) Contributing Circumstances - Environment 2 **1 - None**
(F10) Contributing Circumstances - Road 1 **1 - None**	(F10) Contributing Circumstances -Road 2 **1 - None**
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☑ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

Op of v1 was driving around the roundabout. Op got too close to the curbing and the front tire hit it. Op was thrown off the moped and hit his face in the dirt. Op was wearing the helmet and was checked by rescue. Op signed off and continued on his way. There was minor cosmetic damage to the moped.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
TODD B GAGNON	**G105**	**6/25/2012**	**MPN**	**7/1/2012**

Report Number **12GOR-213-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**JH2AF60659K503617**	*	**ME**	**12 - Moped**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
26 - HONDA	**2009**	**8 - Grey, Silver**

(U4) Vehicle Configuration

GVWR or GCWR: ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction: ☑ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle: **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage: ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
12 - Front	**24 - Curb**

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2
32 - Curb	

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number: * ☑ Active ☐ No License ☐ Permit ☐ Suspended

State: **ME** | License Class: **C** | Endorsements | Restrictions: **S**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			* ME*			

Citation Number: Pending ☐

Violation 1 | Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			* ME*			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
18 - Over-Correcting/Over-Steering	

Alcohol Test: ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending | Alcohol BAC Result

Drug Test: ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result: ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**M**	**01/06/84**	**1**	**1**		**1**	**1**	**1**	**1**	**3**	**8**	**1**	**2**	**1**

2012-34161

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**12GOR-243-AC**	**7/27/2012**	**15:01**	**7/27/2012**	**15:08**

City or Town	Street or Highway	Nearest Intersecting Street	
Gorham	**202 (698 GRAY RD)**	**237 (10 MOSHER RD)**	☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☑ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☐ Miles		

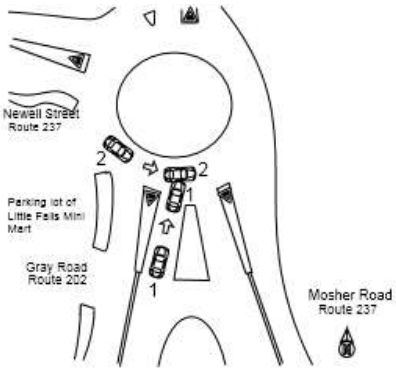
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit	
15714	**0**		Miles **0** Tenths	Miles **25** Hour	☐ Unknown ☐ N/A ☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **4 - Intersection Movement**	(F2) Type of Location **21 - Traffic Circle/Roundabout**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☑ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **1 - On Roadway**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **1 - None**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1 **1 - None**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

VEHICLE TWO WAS DRIVING AROUND THE ROUNDABOUT AT THE INTERSECTION OF GRAY ROAD AND MOSHER ROAD. VEHICLE ONE WAS NORTHBOUND ON GRAY ROAD APPROACHING THE SAME AREA. VEHICLE ONE FAILED TO YIELD FOR VEHICLE TWO AND THE VEHICLES COLLIDED.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
BRENT M FRANK	**G104**	**7/27/2012**	**MPN**	**7/29/2012**

Report Number **12GOR-243-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**JF1SG63675H731594**	*	**ME**	**2 - (Sport) Utility Vehicle**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
65 - SUBARU	**2005**	**4 - Blue**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☑ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
12 - Front	**13 - Motor Vehicle in Transport**

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**C**	**0**	

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number Pending ☐

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**4 - Ill (Sick)**

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
3 - Failed to Yield Right-of-Way	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending

Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**F**	**03/20/80**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**

Report Number **12GOR-243-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐	**3C3EY45X25T556420**	*****	**ME**	**2 - (Sport) Utility Vehicle**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*****	*****

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
12 - CHRYSLER	**2005**	**4 - Blue**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☑ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
3 - Center Passenger Side	**13 - Motor Vehicle in Transport**

(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**

(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	

(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number ***** ☑ Active ☐ No License ☐ Permit ☐ Suspended

State **ME** | License Class **C** | Endorsements | Restrictions **A**

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*****			***** ME*****			

Citation Number Pending ☐

Violation 1 | Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*****			***** ME*****			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**

(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
1 - No Contributing Action	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) ☐ Alcohol Test Result Pending | Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other | Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash

(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2

(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	*****	**M**	**10/21/69**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**

2012-45508

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**12GOR-302-AC**	**9/25/2012**	**14:16**	**9/25/2012**	**14:28**

City or Town	Street or Highway	Nearest Intersecting Street	
Gorham	**588 GRAY RD**	**MOSHER RD**	☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☑ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☐ Miles		

Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit		
15714	**0**		Miles **0** Tenths	Miles **15** Hour	☐ Unknown ☐ N/A	☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **7 - Went Off Road**	(F2) Type of Location **6 - Driveways**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **2 - On Grade**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **13 - None**	Traffic Control Device Operational (pre-crash)? ☐ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **1 - On Roadway**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **1 - None**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1 **1 - None**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

Vehicle 1 was parked in parking lot of Little Falls Mini Mart. Operator beleived the parking brake was set. Vehicle 1 rolled backwards through the parking lot, rolled slightly uphill and then proceeded forward into Gray Road. Vehicle 1 came to rest on Gray Road against a street sign. Incident was captured on video.

CRASH DIAGRAM

Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
DANIEL L YOUNG	**G3**	**10/3/2012**	**MPN**	**10/4/2012**

Report Number **12GOR-302-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**1N6AD09WX7C445528**	*	**ME**	**5 - Pickup**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
50 - NISSAN	**2007**	**8 - Grey, Silver**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☐ Southbound ☑ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
1 - Front Passenger Corner	**13 - Motor Vehicle in Transport**
(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
30 - Other Vehicle Action	**1 - None**
(U10) Sequence of Events 1	(U10) Sequence of Events 2
41 - Traffic Sign Support	
(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☐ Driver ☐ Bicycle ☐ Pedestrian ☑ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**B**	**I**	**A**

DRIVER Last Name Last Name	First Name	MI	DRIVER Address Address	City	State	Zip
*			* **ME***			

Citation Number Pending ☐

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver) First Name	MI	OWNER Address	City	State	Zip

(D1) Driver Distracted By	(D2) Condition at Time of Crash
(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)

☐ Alcohol Test Result Pending

Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other

Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRA NT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

NJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

NJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

NJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
25	*	**M**	**10/15/58**												

(A)

2012-50333

STATE OF MAINE CRASH REPORT

FIRST PAGE

F I R S T

Reporting Agency	Report Number	Crash Date	Crash Time	At Scene Date	At Scene Time
ME0030400	**12GOR-415-AC**	**12/9/2012**	**10:55**	**12/9/2012**	**11:04**

City or Town	Street or Highway	Nearest Intersecting Street	
Gorham	**202 (688 GRAY RD)**	**237 (MOSHER RD)**	☐ Off Road

Direction FROM Nearest Intersection to Crash Site	Distance From Nearest Inter.	Latitude	Longitude
☑ At Intersection ☐ North ☐ South ☐ East ☐ West	☐ Feet ☐ Miles		

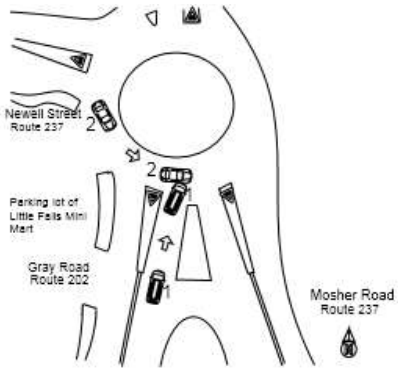
Node 1	Node 2	Measurement Node	Distance to Scene	Posted Speed Limit		
15714	**0**		Miles **0** Tenths	Miles **25** Per Hour	☐ Unknown ☐ N/A	☐ Not Posted 25 ☐ Not Posted 45

(F1) Type of Crash **4 - Intersection Movement**	(F2) Type of Location **21 - Traffic Circle/Roundabout**
(F3) Weather Condition **1 - Clear**	(F4) Light Condition **1 - Daylight**
(F5) Road Grade **1 - Level**	(F6) Road Surface Condition **1 - Dry**
(F7) Traffic Control Device **6 - Yield Sign**	Traffic Control Device Operational (pre-crash)? ☑ Yes ☐ No ☐ Unk
(F8) Location of First Harmful Event **1 - On Roadway**	Total Damage over Threshold? ☑ Yes ☐ No
(F9) Contributing Circumstances - Environment 1 **1 - None**	(F9) Contributing Circumstances - Environment 2
(F10) Contributing Circumstances - Road 1 **1 - None**	(F10) Contributing Circumstances -Road 2
In or Near a Construction, Maintenance, or Utility Work Zone? ☐ Yes ☑ No ☐ Unk	Work Zone Workers Present? ☐ Yes ☐ No ☐ Unk
(F11) Location of the Crash related to Work Zone	(F12) Type of Work Zone
Law Enforcement Present at Work Zone? ☐ Officer Present ☐ Law Enforcement Vehicle Only ☐ No	School Bus Related? ☐ Yes, Directly Involved ☐ Yes, Indirectly Involved ☑ No

NARRATIVE

VEHICLE ONE WAS NORTHBOUND ON GRAY ROAD APPROACHING THE ROUNDABOUT WHERE GRAY ROAD INTERSECTS MOSHER ROAD. VEHICLE TWO WAS IN THE ROUNDABOUT AFTER IT HAD BEEN SOUTHBOUND ON MOSHER ROAD. AS VEHICLE TWO WAS IN THE ROUNDABOUT IT WAS STRUCK BY VEHICLE ONE AS IT WAS ENTERING.

CRASH DIAGRAM



Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Non Vehicle Property Damage Description ☐ State ☐ City or Town ☐ Utilities ☐ Private

Property Owner Name	Address	City	State	Zip

Reporting Officer	Badge#	Report Date	Approved By	Approved Date
BRENT M FRANK	**G104**	**12/9/2012**	**MPN**	**12/10/2012**

Report Number
12GOR-415-AC

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
1	☐	**2A4GP44R77R191470**	*	**ME**	**3 - Passenger Van**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
12 - CHRYSLER	**2007**	**5 - Green**

(U4)Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☑ Northbound ☐ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle
1 - No Special Function
☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
1 - Front Passenger Corner	**13 - Motor Vehicle in Transport**
(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
10 - Slowing in traffic	**1 - None**
(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	
(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**C**	**0**	

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number Pending ☐

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**
(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
3 - Failed to Yield Right-of-Way	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT)
☐ Alcohol Test Result Pending
Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other
Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW
1-Front Row
2-Second Row
3-Third Row
4-Fourth Row
5-Other Row
6-Unknown

SEAT POSITION
1-Left (driver)
2-Middle
3-Right
4-Other
5-Unknown

SEAT POSITION OTHER
1-Sleeper Section of Cab (truck)
2-Other Enclosed Cargo Area
3- Unenclosed Cargo Area
4-Trailing Unit
5-Riding on Motor Vehicle Ext (non-trailing unit)
6- Unknown

A RBAG DEPLOYED
1-Not Applicable
2-Not Deployed
3-Deployed - Front
4-Deployed - Side
5-Deployed - Other (knee, air belt,...)
6-Deployed - Combination
7-Deployment - Curtain

RESTRA NT SYSTEM
1-Not Applicable
2-None Used - Motor Vehicle Occupant
3-Shoulder and Lap Belt Used
4-Shoulder Belt Only Used
5-Lap Belt Only Used
6-Restraint Used - Other
7-Child Restraint - Forward Facing
8-Child Restraint - Rear Facing
9-Child Restraint - Used Incorrectly
10-Booster Seat
11-Child Restraint - Other

INJURY TYPE
1-Amputation
2-Bleeding
3-Broken Bones
4-Burns
5-Concussion
6-Shock
7-Dizziness
8-Abrasion/Bruises
9-Complaint of Pain
10-Other

NJURY AREA
1-Face
2-Head
3-Neck
4-Back
5-Arm(s)
6-Leg(s)
7-Chest Stomach
8-Internal
9-Entire Body
10-Other

NJURY DEGREE
1-Fatal
2-Incapacitating
3-NonIncapacitating
4-Possible Injury
5-No Injury

EJECTED
1-Not Ejected
2-Ejected Partially
3-Ejected Totally

HELMET USE
1-DOT-Compliant Motorcycle Helmet
2-Other Helmet
3-No Helmet

NJURY INFO SOURCE
1-Officer Observation
2-Individual Statement
3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**F**	**08/31/68**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**

Report Number **12GOR-415-AC**

STATE OF MAINE CRASH REPORT

UNIT PAGE

UNIT

Unit ID	Hit Run?	VIN	License Plate	State	(U1) Unit Type
2	☐	**4T1BG22K41U791511**	*	**ME**	**1 - Passenger Car**

No Insurance	NAIC	Insurance Company Name	Insurance Policy Number
☐		*	*

(U2) Vehicle Make	Vehicle Year	(U3) Vehicle Color
67 - TOYOTA	**2001**	**14 - White**

(U4) Vehicle Configuration

GVWR or GCWR ☐ < 10,000 lbs. ☐ 10,001 - 26,000 lbs. ☐ > than 26,000 lbs.

Vehicle Has 9 or More Seats ? ☐ Yes ☑ No

HAZMAT Placarded ? ☐ Yes ☑ No

Vehicle Travel Direction ☐ Northbound ☑ Southbound ☐ Eastbound ☐ Westbound ☐ Not on Roadway ☐ Unknown

(U5) Special Function Vehicle **1 - No Special Function** ☐ Exempt Vehicle

Emergency Vehicle Responding to Scene ? ☐ Yes ☑ No

Extent of Damage ☐ No Damage Observed ☑ Minor Damage ☐ Functional Damage ☐ Towed Due to Disabling Damage

(U6) Most Damaged Area	(U7) Most Harmful Event
3 - Center Passenger Side	**13 - Motor Vehicle in Transport**
(U8) Pre Crash Actions	(U9) Contributing Circumstances - Vehicle
1 - Following roadway	**1 - None**
(U10) Sequence of Events 1	(U10) Sequence of Events 2
21 - Motor Vehicle In Transport	
(U10) Sequence of Events 3	(U10) Sequence of Events 4

DRIVER

☑ Driver ☐ Bicycle ☐ Pedestrian ☐ Last Known Operator

License Number	☑ Active ☐ No License ☐ Permit ☐ Suspended	State	License Class	Endorsements	Restrictions
*		**ME**	**C**	**0**	

DRIVER Last Name	First Name	MI	DRIVER Address	City	State	Zip
*			*** ME***			

Citation Number Pending ☐

Violation 1	Violation 2

OWNER Last Name (skip if same as Driver)	First Name	MI	OWNER Address	City	State	Zip
*			*** ME***			

(D1) Driver Distracted By	(D2) Condition at Time of Crash
1 - Not Distracted	**1 - Apparently Normal**
(D3) Driver Actions at Time of Crash 1	(D3) Driver Actions at Time of Crash 2
1 - No Contributing Action	

Alcohol Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Breath ☐ Urine ☐ Other Chemical Test (Not Field Sobriety or PBT) ☐ Alcohol Test Result Pending — Alcohol BAC Result

Drug Test ☑ Test Not Given ☐ Test Refused ☐ Blood ☐ Urine ☐ Other — Drug Test Result ☐ Positive ☐ Negative ☐ Pending

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers

OCCUPANT

PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW: 1-Front Row, 2-Second Row, 3-Third Row, 4-Fourth Row, 5-Other Row, 6-Unknown

SEAT POSITION: 1-Left (driver), 2-Middle, 3-Right, 4-Other, 5-Unknown

SEAT POSITION OTHER: 1-Sleeper Section of Cab (truck), 2-Other Enclosed Cargo Area, 3- Unenclosed Cargo Area, 4-Trailing Unit, 5-Riding on Motor Vehicle Ext (non-trailing unit), 6- Unknown

EJECTED: 1-Not Ejected, 2-Ejected Partially, 3-Ejected Totally

HELMET USE: 1-DOT-Compliant Motorcycle Helmet, 2-Other Helmet, 3-No Helmet

A RBAG DEPLOYED: 1-Not Applicable, 2-Not Deployed, 3-Deployed - Front, 4-Deployed - Side, 5-Deployed - Other (knee, air belt,...), 6-Deployed - Combination, 7-Deployment - Curtain

RESTRAINT SYSTEM: 1-Not Applicable, 2-None Used - Motor Vehicle Occupant, 3-Shoulder and Lap Belt Used, 4-Shoulder Belt Only Used, 5-Lap Belt Only Used, 6-Restraint Used - Other, 7-Child Restraint - Forward Facing, 8-Child Restraint - Rear Facing, 9-Child Restraint - Used Incorrectly, 10-Booster Seat, 11-Child Restraint - Other

INJURY TYPE: 1-Amputation, 2-Bleeding, 3-Broken Bones, 4-Burns, 5-Concussion, 6-Shock, 7-Dizziness, 8-Abrasion/Bruises, 9-Complaint of Pain, 10-Other

INJURY AREA: 1-Face, 2-Head, 3-Neck, 4-Back, 5-Arm(s), 6-Leg(s), 7-Chest Stomach, 8-Internal, 9-Entire Body, 10-Other

INJURY DEGREE: 1-Fatal, 2-Incapacitating, 3-NonIncapacitating, 4-Possible Injury, 5-No Injury

INJURY INFO SOURCE: 1-Officer Observation, 2-Individual Statement, 3-Medical, Paramedical Observation

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	**M**	**04/08/88**	**1**	**1**		**2**	**1**	**3**		**5**			**2**	**1**

Section 3. Driveway and Intersection Locations

3.A. Sight Distance

Proposed plans have not been finalized at this time. The sight distance at all stop controlled intersections studied within this report was measured. The results are tabulated below.

	Required Left Sight Distance	Measured Left Sight Distance	Required Right Sight Distance	Measured Right Sight Distance
Mallison Street EB at Mosher Road	390’	765’	335’	**260’**
Mallison Street WB at Mosher Road	390’	**240’**	335’	680’
High Street SB at Mallison Falls Road	390’	1,550’	335’	410’
MCC Drive NB at Mallison Falls Road	390’	420’	335’	1,540’
Mallison Falls Road EB at River Road	390’	1,220’	335’	1,730’

Two measured sight distances do not meet current design criteria:

1. Mallison Street WB at Mosher Road looking left
2. Mallison Street EB at Mosher Road looking right

3.C. Attachments

Attachment 3A – Pictures of Sight Distances

Attachment 3A

Pictures of Sight Distances

Figure 3: Mallison Street EB at Mosher Road Right Sight Distance

Figure 4: Mallison Street WB at Mosher Rd Left Sight Distance

Figure 5: Mallison Street WB at Mosher Road Right Sight Distance

Figure 6: Mallison Street EB at Mosher Road Left Sight Distance

Figure 7: Hight Street SB at Mallison Falls Road Left Sight Distance (Photo Credit: Google Earth)

Figure 8: High Street SB at Mallison Falls Road Right Sight Distance

Figure 9: MCC Drive NB at Mallison Falls Road Left Sight Distance

Figure 10: MCC Drive NB at Mallison Falls Road Right Sight Distance

Figure 11: Mallison Falls Road EB at River Road Right Sight Distance

Figure 12: Mallison Falls Road EB at River Road Left Sight Distance

Section 4. Title, Right or Interest

4.A. Evidence of Title, Right, or Interest

The State of Maine Department of Corrections owns the property in full.

4.B. Attachments

Attachment 4A – Windham, ME tax assessors statement

Attachment 4A

Title, Right or Interest

VISION GOVERNMENT SOLUTIONS

Search (Search.aspx) Street Listing (Streets.aspx) Sales Search (Sales.aspx) Map (Map.aspx?pid=108)

Feedback (Feedback.aspx) Back Home (Default.aspx?lo=T)

17 MALLISON FALLS RD

Sales | Print | Map It

Location	17 MALLISON FALLS RD	**Assessment**	$26,711,300	**PID**	108
Mblu	3/ 5/ / /			**Building Count**	1
Acct#	S3820R				
Owner	STATE REFORMATORY				

Current Value

Assessment						
Valuation Year	**Building**	**Extra Features**	**Outbuildings**	**Improvements**	**Land**	**Total**
2013	$0	$0	$26,107,800	$26,107,800	$603,500	$26,711,300

Owner of Record

WINDHAM,ME

Owner	STATE REFORMATORY	**Sale Price**	$0
Co-Owner		**Book & Page**	
Address	17 MALLISON FALLS ROAD WINDHAM, ME 04062	**Sale Date**	11/01/2004

Ownership History

Ownership History
No Data for Ownership History

Building Information

Building 1 : Section 1

Year Built:
Living Area: 0
Replacement Cost: $0
Depreciation Percent:
Replacement Cost Less Depreciation: $0

Building Photo

Building Attributes	
Field	**Description**
Style	Vacant Land
Model	

Grade:	
Stories:	
Occupancy	
Exterior Wall 1	
Exterior Wall 2	
Roof Structure:	
Roof Cover	
Interior Wall 1	
Interior Wall 2	
Interior Flr 1	
Interior Flr 2	
Heat Fuel	
Heat Type:	
AC Type:	
Total Bedrooms:	
Total Bthrms:	
Total Half Baths:	
Total Xtra Fixtrs:	
Total Rooms:	
Bath Style:	
Kitchen Style:	

(http://gis.vgsi.com/photos/WindhamMEPhotos//\00\00\45/73.jpg)

Building Layout

Building Layout

Building Sub-Areas	Legend
No Data for Building Sub-Areas	

Extra Features

Extra Features	Legend
No Data for Extra Features	

Land

Land Use

Use Code	901V
Description	STATE OF MAINE
Zone	I
Neighborhood	001
Alt Land Appr	No
Category	

Land Line Valuation

Size (Acres)	108.40
Frontage	
Depth	
Assessed Value	$603,500

Outbuildings

Outbuildings						Legend
Code	**Description**	**Sub Code**	**Sub Description**	**Size**	**Value**	**Bldg #**
FA	FLAT AMOUNT			9160600 UNITS	$8,702,600	1
FA	FLAT AMOUNT			9160600 UNITS	$8,702,600	1
FA	FLAT AMOUNT			9160600 UNITS	$8,702,600	1

Valuation History

Assessment						
Valuation Year	**Building**	**Extra Features**	**Outbuildings**	**Improvements**	**Land**	**Total**
2013	$0	$0	$26,107,800	$26,107,800	$603,500	$26,711,300
2012	$0	$0	$26,107,800	$26,107,800	$603,500	$26,711,300
2011	$0	$0	$26,107,800	$26,107,800	$603,500	$26,711,300

Section 5. Public or Private Rights –of-Way

5.A. Public or Private Rights-of-Way

Access to and from the site will be via Mallison Falls Road. Mallison Falls Road is under the jurisdiction of the Town of Windham.

Section 6. Schedule

6.A. Schedule

The schedule is dependent on a review of all associated planning studies by the Maine State Legislature and the State of Maine Department of Corrections.

Section 7. Capacity Analysis

7.A. Capacity Analysis

Capacity analyses were completed using Synchro 8/SimTraffic software and Highway Capacity Software (HCS). Both programs implement the methods outlined in the Highway Capacity Manual (HCM) and provide delay/vehicle and queue length results. For easy reference the results are reported as Level of Service (LOS), which is a system similar to letter grades of A through F, with A being the best and F being the worst. The Highway Capacity Manual lists the following definitions for each grade:

- A= Free flow
- B=Reasonably free flow
- C=Stable flow
- D=Approaching unstable flow
- E=Unstable flow
- F=Forced or breakdown flow

Level of Service delay values are slightly different for signalized and unsignalized intersections. This is because drivers are more willing to accept a slightly longer delay at signalized intersections, realizing that they will inevitably 'get their turn.' This particular study area is comprised solely of unsignalized intersections (stop controlled or roundabouts). The level of service assignments for these situations as compared to delay values are shown in Table 4.

Table 4 -LOS Criteria for Unsignalized Intersections

Level of Service	Delay per Vehicle (sec)
A	0.0 to 10.0
B	10.1 to 15.0
C	15.0 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

The results of the analysis are documented in Table 5 and Table 6. The 2013 and 2033 AM and PM peak hour pre-development results are based on existing conditions. The 2033 AM and PM peak hour post-development results are based on the increase in volume due to the expanded facility.

At the roundabout location the results based on the HCM 2010 analysis procedure are reported. SimTraffic results were found to be unrealistic once a failing LOS was identified.

Table 5 – Analysis Results
AM Peak Hour

Approach	Lane Group	2013 Pre-Development Condition				2033 Pre-Development Condition				2033 Post-Development Condition			
		v/c Ratio	Delay[1]	LOS	Queue Length[2]	v/c Ratio	Delay[1]	LOS	Queue Length[2]	v/c Ratio	Delay[1]	LOS	Queue Length[2]
Intersection of Mallison Street and Mosher Road													
EB Mallison Street	LTR	0.30	62.8	F	2	0.48	118.1	F	2	0.65	176.4	F	4
WB Mallison Street	LTR	0.75	109.0	F	7	1.22	620.6	F	17	2.02	2004	F	36
NB Mosher Road	L	0.00	9.7	A	0	0.00	9.4	A	0	0.00	9.4	A	0
SB Mosher Road	L	0.21	8.2	A	1	0.23	8.3	A	1	0.24	8.4	A	1
Intersection of Mallison Falls Road and MCC/High Street													
EB Mallison Falls Road	L	0.01	7.4	A	0	0.01	7.4	A	0	0.01	7.4	A	0
WB Mallison Falls Road	L	0.04	7.9	A	0	0.05	8.0	A	0	0.08	8.2	A	0
NB MCC Driveway	LTR	0.03	11.4	B	0	0.04	11.6	B	0	0.22	19.0	C	1
SB High Street	LTR	0.10	12.9	B	0	0.16	13.7	B	1	0.19	15.5	C	1
Intersection of Mallison Falls Road and River Road													
EB Mallison Falls Road	LR	0.83	59.7	F	11	1.04	202.0	F	25	1.18	411.9	F	40
NB River Road	L	0.14	10.6	B	1	0.17	11.3	B	1	0.23	11.8	B	1
Intersection of Mosher Road, Gray Road, and Newell Street													
NB Gray Road	LT	0.71	37.4	E	5	0.88	64.4	F	8	0.89	66.1	F	8
SB Gray Road	LTR	1.06	67.4	F	22	1.19	115.4	F	32	1.20	120.4	F	33
WB Mosher Road	LTR	0.24	7.4	A	1	0.27	8.0	A	1	0.28	8.1	A	1
EB Newell Street	LTR	1.84	407.2	F	51	2.23	583.6	F	66	2.25	593.0	F	67

[1] *Delay is shown in seconds per vehicle.*
[2] *Queue length is shown in number of vehicles.*

Table 6 – Analysis Results
PM Peak Hour

Approach	Lane Group	2013 Pre-Development Condition				2033 Pre-Development Condition				2033 Post-Development Condition			
		v/c Ratio	Delay[1]	LOS	Queue Length[2]	v/c Ratio	Delay[1]	LOS	Queue Length[2]	v/c Ratio	Delay[1]	LOS	Queue Length[2]
Intersection of Mallison Street and Mosher Road													
EB Mallison Street	LTR	0.03	24.7	C	0	0.05	29.0	D	0	0.05	29.2	D	0
WB Mallison Street	LTR	1.12	304.7	F	35	1.41	801.8	F	68	1.54	1021	F	83
NB Mosher Road	L	0.00	7.6	A	0	0.00	7.7	A	0	0.00	7.7	A	0
SB Mosher Road	L	0.07	9.6	A	0	0.08	10.0	B	0	0.09	10.0	B	0
Intersection of Mallison Falls Road and MCC/High Street													
EB Mallison Falls Road	L	0.02	8.0	A	0	0.02	8.0	A	0	0.02	8.0	A	0
WB Mallison Falls Road	L	0.01	7.4	A	0	0.01	7.4	A	0	0.02	7.4	A	0
NB MCC Driveway	LTR	0.15	11.5	B	0	0.17	12.1	B	1	0.27	16.6	C	1
SB High Street	LTR	0.04	11.0	B	0	0.04	11.4	B	0	0.04	11.3	B	0
Intersection of Mallison Falls Road and River Road													
EB Mallison Falls Road	LR	0.29	18.8	C	1	0.42	26.1	D	2	0.54	32.2	D	3
NB River Road	L	0.27	9.1	A	1	0.31	9.5	A	1	0.31	9.4	A	1
Intersection of Mosher Road, Gray Road, and Newell Street													
NB Gray Road	LT	0.68	16.8	C	5	0.78	23.0	C	8	0.78	23.0	C	8
SB Gray Road	LTR	0.94	61.0	F	11	1.16	126.9	F	18	1.16	129.1	F	18
WB Mosher Road	LTR	1.79	378.5	F	68	2.10	519.3	F	86	2.12	524.6	F	87
EB Newell Street	LTR	0.45	11.4	B	2	0.52	13.6	B	3	0.52	13.6	B	3

[1] *Delay is shown in seconds per vehicle.*
[2] *Queue length is shown in number of vehicles.*

The most notable levels of service within the study area and any level of service decreases due to the proposed development are highlighted in Table 7.

Table 7 – Notable Levels of Service and Changes (2033)

Peak Hour	Approach	Pre-Development LOS (Delay)	Post-Development LOS (Delay)
AM	EB Mallison St at Mosher Rd	F (118.1)	F (176.4)
	WB Mallison St at Mosher Rd	F (620.6)	F (2,004)
	MCC Driveway at Mallison Falls Rd	B (11.6)	C (18.2)
	SB High St at Mallison Falls Rd	B (13.7)	C (15.7)
	EB Mallison Falls Rd at River Rd	F (202.0)	F (411.9)
	NB Gray Road at Roundabout	F (64.4)	F (66.1)
	SB Gray Road at Roundabout	F (115.4)	F (120.4)
	EB Newell Street at Roundabout	F (583.6)	F (593.0)
PM	WB Mallison Falls Rd at Mosher Rd	F (801.8)	F (1,021)
	MCC Driveway at Mallison Falls Rd	B (12.1)	C (15.2)
	SB Gray Road at Roundabout	F (126.9)	F (129.1)
	WB Mosher Road at Roundabout	F (519.3)	F (524.6)

During the AM peak hour the MCC driveway and High Street levels of service diminishes from B to C. During the PM peak hour the MCC driveway level of service diminishes from B to C. A 'C' level of service is considered acceptable and no mitigation is necessary at these locations.

At least two approaches to the roundabout are expected to operate at a failing level of service during either the AM or PM peak hour in the year 2033, with or without the proposed facility expansion. During the AM peak hour the northbound, southbound and eastbound approaches are expected to operate at LOS F. During the PM peak hour the southbound and westbound approaches are expected to operate at LOS F. ***These results are conservative***. Stopped traffic that is delayed for an extended period of time is known to accept shorter gaps in through traffic to reduce waiting time. The volumes used were seasonally adjusted by a factor of 1.34 to match peak summer conditions. For comparison a field visit was performed on January 7th, 2014[2] to verify the existing conditions at the roundabout. During the AM peak hour the longest queue noted on Newell Road was 18 vehicles compared to 51 using the HCM analysis method. A similar discrepancy occurred on the southbound Gray Road approach: 7 vehicles were counted compared to 22 forecasted. During the PM peak hour the longest queue noted on Mosher Road was 23 vehicles compared to 68 using the HCM analysis method. A similar discrepancy occurred on the southbound Gray Road approach: 5 vehicles were counted compared to 11 forecasted. Each of the queue lenghts forecasted is roughly 3 times the counted number of vehicles. Due to these discrepancies no changes to the roundabout to increase capacity are recommended at this time. A more in depth study at this location would be necessary to determine if a true need for improvements exists.

The intersections of Mallison Street at Mosher Road and Mallison Falls Road at River Road, as shown in Figure 13, are expected to operate at a failing level of service with or without the proposed facility expansion.

[2] Queue counts are attached to this document in Appendix B.

Figure 13 – Mallison Falls Road: Critical Locations

At both intersections highlighted in Figure 13 Mallison Falls Road is a stop condition. The traffic volumes during the AM peak show a high number of travelers using Mallison Falls Road as a cut through from Gray Road southbound to River Road southbound. During the PM peak hour the reverse is true; traffic uses Mallison Falls Road as a cut through from River Road northbound to Gray Road northbound. During the 2013 PM condition the intersection of Mallison Falls Road westbound with Mosher Road experiences a delay of over 5 minutes. It is expected that these results are conservative. Stopped traffic that is delayed for an extended period of time is known to accept shorter gaps in through traffic to reduce waiting time.

The northbound left turn movement from River Road to Mallison Falls Road experiences a delay of roughly 10 seconds and, in turn, delays the northbound through traffic since there is no separated left turn lane at this approach. While these delays are not substantial, it does create a safety concern when a high number of left turning vehicles (290 during the 2013 PM pre-development peak hour) do not have a separate lane to wait for an acceptable gap.

Figure 14 includes information from Exhibit 9-75 – Guide for Left-Turn Lanes on Two-Lane Highways from the AASHTO (American Association of State Highway and Transportation Officials) *Geometric Design of Highway and Streets*. Using information from this exhibit, Louis Berger concludes that a separated left turn lane from northbound River Road to Mallison Falls Road is warranted.

Figure 14 – Exhibit 9-75 (AASHTO)

Opposing Volume (vph)	Advancing Volume (vph)			
	5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns
40 mph (60 km/h) operating speed				
800	330	240	180	160
600	410	305	225	200
400	510	380	275	245
200	640	470	350	305
100	720	515	390	340
50 mph (80 km/h) operating speed				
800	280	210	165	135
600	350	260	195	170
400	430	320	240	210
200	550	400	300	270
100	615	445	335	295
60 mph (100 km/h) operating speed				
800	230	170	125	115
600	290	210	160	140
400	365	270	200	175
200	450	330	250	215
100	505	370	275	240

The opposing southbound volume counted in the 2013 PM peak hour scenario is 310. The advancing volume is 997. The left turn volume is 290 or roughly 30% of the advancing volume. These volume ranges are outlined in Figure 14.

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7.B. Attachments

Attachment 7 – Analysis Results

Attachment 7

Analysis Results

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: Mosher & Mallison
Jurisdiction: Town of Gorham
Units: U. S. Customary
Analysis Year: 2013
Project ID: Windham Correctional Facility
East/West Street: Mallison Street
North/South Street: Mosher Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	118	11	215	750	0
Peak-Hour Factor, PHF	0.95	0.84	0.67	0.72	1.00	0.95
Hourly Flow Rate, HFR	0	140	16	298	750	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal?	No			No		

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	13	17	32	0	17	1
Peak Hour Factor, PHF	0.67	0.60	0.72	0.95	0.75	0.25
Hourly Flow Rate, HFR	19	28	44	0	22	4
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	0	298		91			26	
C(m) (vph)	868	1436		122			88	
v/c	0.00	0.21		0.75			0.30	
95% queue length	0.00	0.78		6.27			1.21	
Control Delay	9.1	8.2		109.0			62.8	
LOS	A	A		F			F	
Approach Delay				109.0			62.8	
Approach LOS				F			F	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: Mosher & Mallison
Jurisdiction: Town of Gorham
Units: U. S. Customary
Analysis Year: 2013
Project ID: Windham Correctional Facility
East/West Street: Mallison Street
North/South Street: Mosher Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	0	118	11	215	750	0
Peak-Hour Factor, PHF	0.95	0.84	0.67	0.72	1.00	0.95
Peak-15 Minute Volume	0	35	4	75	188	0
Hourly Flow Rate, HFR	0	140	16	298	750	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	13	17	32	0	17	1
Peak Hour Factor, PHF	0.67	0.60	0.72	0.95	0.75	0.25
Peak-15 Minute Volume	5	7	11	0	6	1
Hourly Flow Rate, HFR	19	28	44	0	22	4
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	140	750
Shared ln volume, major rt vehicles:	16	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	0	0	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	0	0	0	0	0	0	0	0
t(f)	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	750	156	1507	1494	148	1530	1502	750
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process			
7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s	1500		1500		1500		1500	
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	148	750
Potential Capacity	904	415
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	904	415
Probability of Queue free St.	0.95	0.99
Step 2: LT from Major St.	**4**	**1**
Conflicting Flows	156	750
Potential Capacity	1436	868
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1436	868
Probability of Queue free St.	0.79	1.00
Maj L-Shared Prob Q free St.	0.63	1.00
Step 3: TH from Minor St.	**8**	**11**
Conflicting Flows	1494	1502
Potential Capacity	124	123
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.63	0.63
Movement Capacity	78	77
Probability of Queue free St.	0.64	0.71
Step 4: LT from Minor St.	**7**	**10**
Conflicting Flows	1507	1530
Potential Capacity	100	97
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.45	0.40
Maj. L, Min T Adj. Imp Factor.	0.56	0.52
Cap. Adj. factor due to Impeding mvmnt	0.56	0.50
Movement Capacity	56	48

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	1494	1502
Potential Capacity	124	123
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.63	0.63
Movement Capacity	78	77
Result for 2 stage process:		
a		
y		
C t	78	77
Probability of Queue free St.	0.64	0.71
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	1507	1530
Potential Capacity	100	97
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.45	0.40
Maj. L, Min T Adj. Imp Factor.	0.56	0.52
Cap. Adj. factor due to Impeding mvmnt	0.56	0.50
Movement Capacity	56	48
Results for Two-stage process:		
a		
y		
C t	56	48

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	19	28	44	0	22	4
Movement Capacity (vph)	56	78	904	48	77	415
Shared Lane Capacity (vph)		122			88	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	56	78	904	48	77	415
Volume	19	28	44	0	22	4
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		122			88	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	0	298		91			26	
C(m) (vph)	868	1436		122			88	
v/c	0.00	0.21		0.75			0.30	
95% queue length	0.00	0.78		6.27			1.21	
Control Delay	9.1	8.2		109.0			62.8	
LOS	A	A		F			F	
Approach Delay				109.0			62.8	
Approach LOS				F			F	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.79
v(il), Volume for stream 2 or 5	140	750
v(i2), Volume for stream 3 or 6	16	0
s(il), Saturation flow rate for stream 2 or 5	1700	1700
s(i2), Saturation flow rate for stream 3 or 6	1700	1700
P*(oj)	1.00	0.63
d(M,LT), Delay for stream 1 or 4	9.1	8.2
N, Number of major street through lanes	1	1
d(rank,1) Delay for stream 2 or 5	0.0	3.0

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: Mallison & River
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2013
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: River Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	71	188			728	25
Peak-Hour Factor, PHF	0.66	0.90			0.85	0.95
Hourly Flow Rate, HFR	107	208			856	26
Percent Heavy Vehicles	6	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				3	0	254
Peak Hour Factor, PHF				0.50	0.95	0.91
Hourly Flow Rate, HFR				6	0	279
Percent Heavy Vehicles				0	0	1
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LTR	
v (vph)	107						285	
C(m) (vph)	750						344	
v/c	0.14						0.83	
95% queue length	0.50						10.65	
Control Delay	10.6						59.7	
LOS	B						F	
Approach Delay							59.7	
Approach LOS							F	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: Mallison & River
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2013
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: River Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	71	188			728	25
Peak-Hour Factor, PHF	0.66	0.90			0.85	0.95
Peak-15 Minute Volume	27	52			214	7
Hourly Flow Rate, HFR	107	208			856	26
Percent Heavy Vehicles	6	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				3	0	254
Peak Hour Factor, PHF				0.50	0.95	0.91
Peak-15 Minute Volume				2	0	70
Hourly Flow Rate, HFR				6	0	279
Percent Heavy Vehicles				0	0	1
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		No /
RT Channelized?						
Lanes				0	1	0
Configuration					LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	208	
Shared ln volume, major rt vehicles:	0	
Sat flow rate, major th vehicles:	1700	
Sat flow rate, major rt vehicles:	1700	
Number of major street through lanes:	1	

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1					7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	6					0	0	1
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00					0.70	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.2					6.4	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20					3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	6					0	0	1
t(f)	2.3					3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	882					1291	1291	869
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process				
	7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s						1500		1500
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows		869
Potential Capacity		353
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		353
Probability of Queue free St.	1.00	0.21
Step 2: LT from Major St.	4	1
Conflicting Flows		882
Potential Capacity		750
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		750
Probability of Queue free St.	1.00	0.86
Maj L-Shared Prob Q free St.		0.84
Step 3: TH from Minor St.	8	11
Conflicting Flows		1291
Potential Capacity		165
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.84	0.84
Movement Capacity		138
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Conflicting Flows		1291
Potential Capacity		182
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.84	
Maj. L, Min T Adj. Imp Factor.	0.88	
Cap. Adj. factor due to Impeding mvmnt	0.18	0.86
Movement Capacity		156

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 3 - Single Stage			
Conflicting Flows			1291
Potential Capacity			165
Pedestrian Impedance Factor		1.00	1.00
Cap. Adj. factor due to Impeding mvmnt		0.84	0.84
Movement Capacity			138
Result for 2 stage process:			
a			
y			
C t			138
Probability of Queue free St.		1.00	1.00
Step 4: LT from Minor St.		7	10
Part 1 - First Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 2 - Second Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 3 - Single Stage			
Conflicting Flows			1291
Potential Capacity			182
Pedestrian Impedance Factor		1.00	1.00
Maj. L, Min T Impedance factor		0.84	
Maj. L, Min T Adj. Imp Factor.		0.88	
Cap. Adj. factor due to Impeding mvmnt		0.18	0.86
Movement Capacity			156
Results for Two-stage process:			
a			
y			
C t			156

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)				6	0	279
Movement Capacity (vph)				156	138	353
Shared Lane Capacity (vph)					344	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep				156	138	353
Volume				6	0	279
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh					344	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LTR	
v (vph)	107						285	
C(m) (vph)	750						344	
v/c	0.14						0.83	
95% queue length	0.50						10.65	
Control Delay	10.6						59.7	
LOS	B						F	
Approach Delay							59.7	
Approach LOS							F	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.86	1.00
v(il), Volume for stream 2 or 5	208	
v(i2), Volume for stream 3 or 6	0	
s(il), Saturation flow rate for stream 2 or 5	1700	
s(i2), Saturation flow rate for stream 3 or 6	1700	
P*(oj)	0.84	
d(M,LT), Delay for stream 1 or 4	10.6	
N, Number of major street through lanes	1	
d(rank,1) Delay for stream 2 or 5	1.7	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: MCC & High & Mallison
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2013
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: MCC/High Street
Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	225	15	42	47	7
Peak-Hour Factor, PHF	0.25	0.88	0.55	0.73	0.63	0.50
Hourly Flow Rate, HFR	12	255	27	57	74	14
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal?	No			No		

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	1	1	5	27	8	13
Peak Hour Factor, PHF	0.25	0.25	0.50	0.83	0.38	0.75
Hourly Flow Rate, HFR	4	4	10	32	21	17
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	12	57		18			70	
C(m) (vph)	1520	1292		582			523	
v/c	0.01	0.04		0.03			0.13	
95% queue length	0.02	0.14		0.10			0.46	
Control Delay	7.4	7.9		11.4			12.9	
LOS	A	A		B			B	
Approach Delay				11.4			12.9	
Approach LOS				B			B	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: MCC & High & Mallison
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2013
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: MCC/High Street
Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	3	225	15	42	47	7
Peak-Hour Factor, PHF	0.25	0.88	0.55	0.73	0.63	0.50
Peak-15 Minute Volume	3	64	7	14	19	4
Hourly Flow Rate, HFR	12	255	27	57	74	14
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	1	1	5	27	8	13
Peak Hour Factor, PHF	0.25	0.25	0.50	0.83	0.38	0.75
Peak-15 Minute Volume	1	1	2	8	5	4
Hourly Flow Rate, HFR	4	4	10	32	21	17
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	255	74
Shared ln volume, major rt vehicles:	27	14
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	0	0	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	0	0	0	0	0	0	0	0
t(f)	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	88	282	506	494	268	495	501	81
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process				
	7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s	1500		1500		1500		1500	
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	268	81
Potential Capacity	776	985
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	776	985
Probability of Queue free St.	0.99	0.98
Step 2: LT from Major St.	**4**	**1**
Conflicting Flows	282	88
Potential Capacity	1292	1520
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1292	1520
Probability of Queue free St.	0.96	0.99
Maj L-Shared Prob Q free St.	0.95	0.99
Step 3: TH from Minor St.	**8**	**11**
Conflicting Flows	494	501
Potential Capacity	479	475
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.94	0.94
Movement Capacity	452	449
Probability of Queue free St.	0.99	0.95
Step 4: LT from Minor St.	**7**	**10**
Conflicting Flows	506	495
Potential Capacity	480	488
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.90	0.94
Maj. L, Min T Adj. Imp Factor.	0.92	0.95
Cap. Adj. factor due to Impeding mvmnt	0.91	0.94
Movement Capacity	436	458

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	494	501
Potential Capacity	479	475
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.94	0.94
Movement Capacity	452	449
Result for 2 stage process:		
a		
y		
C t	452	449
Probability of Queue free St.	0.99	0.95
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	506	495
Potential Capacity	480	488
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.90	0.94
Maj. L, Min T Adj. Imp Factor.	0.92	0.95
Cap. Adj. factor due to Impeding mvmnt	0.91	0.94
Movement Capacity	436	458
Results for Two-stage process:		
a		
y		
C t	436	458

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	4	4	10	32	21	17
Movement Capacity (vph)	436	452	776	458	449	985
Shared Lane Capacity (vph)		582			523	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	436	452	776	458	449	985
Volume	4	4	10	32	21	17
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		582			523	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	12	57		18			70	
C(m) (vph)	1520	1292		582			523	
v/c	0.01	0.04		0.03			0.13	
95% queue length	0.02	0.14		0.10			0.46	
Control Delay	7.4	7.9		11.4			12.9	
LOS	A	A		B			B	
Approach Delay				11.4			12.9	
Approach LOS				B			B	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.99	0.96
v(il), Volume for stream 2 or 5	255	74
v(i2), Volume for stream 3 or 6	27	14
s(il), Saturation flow rate for stream 2 or 5	1700	1700
s(i2), Saturation flow rate for stream 3 or 6	1700	1700
P*(oj)	0.99	0.95
d(M,LT), Delay for stream 1 or 4	7.4	7.9
N, Number of major street through lanes	1	1
d(rank,1) Delay for stream 2 or 5	0.1	0.4

Intersection	
Intersection Delay, s/veh	185.3
Intersection LOS	F

Approach	NB	SB	SE	NW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	235	933	800	183
Demand Flow Rate, veh/h	265	967	828	203
Vehicles Circulating, veh/h	1111	210	919	284
Vehicles Exiting, veh/h	636	277	258	1092
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	37.4	67.4	407.2	7.4
Approach LOS	E	F	F	A

Lane	Left	Left	Left	Left
Designated Moves	LT	LTR	LTR	LTR
Assumed Moves	LT	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	265	967	828	203
Cap Entry Lane, veh/h	372	916	451	851
Entry HV Adj Factor	0.887	0.965	0.966	0.901
Flow Entry, veh/h	235	933	800	183
Cap Entry, veh/h	330	884	435	766
V/C Ratio	0.712	1.056	1.837	0.239
Control Delay, s/veh	37.4	67.4	407.2	7.4
LOS	E	F	F	A
95th %tile Queue, veh	5	22	51	1

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: Mosher & Mallison
Jurisdiction: Town of Gorham
Units: U. S. Customary
Analysis Year: 2033
Project ID: Windham Correctional Facility
East/West Street: Mallison Street
North/South Street: Mosher Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	130	12	238	829	0
Peak-Hour Factor, PHF	0.95	0.84	0.67	0.72	1.00	0.95
Hourly Flow Rate, HFR	0	154	17	330	829	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal?	No			No		

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	14	19	35	0	19	1
Peak Hour Factor, PHF	0.67	0.60	0.72	0.95	0.75	0.25
Hourly Flow Rate, HFR	20	31	48	0	25	4
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	0	330		99			29	
C(m) (vph)	811	1418		81			60	
v/c	0.00	0.23		1.22			0.48	
95% queue length	0.00	0.91		17.49			2.43	
Control Delay	9.4	8.3		620.6			118.1	
LOS	A	A		F			F	
Approach Delay				620.6			118.1	
Approach LOS				F			F	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: Mosher & Mallison
Jurisdiction: Town of Gorham
Units: U. S. Customary
Analysis Year: 2033
Project ID: Windham Correctional Facility
East/West Street: Mallison Street
North/South Street: Mosher Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	0	130	12	238	829	0
Peak-Hour Factor, PHF	0.95	0.84	0.67	0.72	1.00	0.95
Peak-15 Minute Volume	0	39	4	83	207	0
Hourly Flow Rate, HFR	0	154	17	330	829	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	14	19	35	0	19	1
Peak Hour Factor, PHF	0.67	0.60	0.72	0.95	0.75	0.25
Peak-15 Minute Volume	5	8	12	0	6	1
Hourly Flow Rate, HFR	20	31	48	0	25	4
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	154	829
Shared ln volume, major rt vehicles:	17	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	0	0	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	0	0	0	0	0	0	0	0
t(f)	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	829	171	1666	1651	162	1691	1660	829
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process			
7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s	1500		1500		1500		1500	
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	162	829
Potential Capacity	888	374
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	888	374
Probability of Queue free St.	0.95	0.99
Step 2: LT from Major St.	**4**	**1**
Conflicting Flows	171	829
Potential Capacity	1418	811
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1418	811
Probability of Queue free St.	0.77	1.00
Maj L-Shared Prob Q free St.	0.55	1.00
Step 3: TH from Minor St.	**8**	**11**
Conflicting Flows	1651	1660
Potential Capacity	100	98
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.55	0.55
Movement Capacity	55	53
Probability of Queue free St.	0.44	0.53
Step 4: LT from Minor St.	**7**	**10**
Conflicting Flows	1666	1691
Potential Capacity	78	75
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.29	0.24
Maj. L, Min T Adj. Imp Factor.	0.42	0.37
Cap. Adj. factor due to Impeding mvmnt	0.42	0.35
Movement Capacity	33	27

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	1651	1660
Potential Capacity	100	98
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.55	0.55
Movement Capacity	55	53
Result for 2 stage process:		
a		
y		
C t	55	53
Probability of Queue free St.	0.44	0.53
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	1666	1691
Potential Capacity	78	75
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.29	0.24
Maj. L, Min T Adj. Imp Factor.	0.42	0.37
Cap. Adj. factor due to Impeding mvmnt	0.42	0.35
Movement Capacity	33	27
Results for Two-stage process:		
a		
y		
C t	33	27

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	20	31	48	0	25	4
Movement Capacity (vph)	33	55	888	27	53	374
Shared Lane Capacity (vph)		81			60	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
C sep	33	55	888	27	53	374
Volume	20	31	48	0	25	4
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		81			60	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	0	330		99			29	
C(m) (vph)	811	1418		81			60	
v/c	0.00	0.23		1.22			0.48	
95% queue length	0.00	0.91		17.49			2.43	
Control Delay	9.4	8.3		620.6			118.1	
LOS	A	A		F			F	
Approach Delay				620.6			118.1	
Approach LOS				F			F	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.77
v(il), Volume for stream 2 or 5	154	829
v(i2), Volume for stream 3 or 6	17	0
s(il), Saturation flow rate for stream 2 or 5	1700	1700
s(i2), Saturation flow rate for stream 3 or 6	1700	1700
P*(oj)	1.00	0.55
d(M,LT), Delay for stream 1 or 4	9.4	8.3
N, Number of major street through lanes	1	1
d(rank,1) Delay for stream 2 or 5	0.0	3.8

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: Mallison & River
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2033
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: River Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	77	208			805	28
Peak-Hour Factor, PHF	0.66	0.90			0.85	0.95
Hourly Flow Rate, HFR	116	231			947	29
Percent Heavy Vehicles	6	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				3	0	281
Peak Hour Factor, PHF				0.50	0.95	0.91
Hourly Flow Rate, HFR				6	0	308
Percent Heavy Vehicles				0	0	1
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LTR	
v (vph)	116						314	
C(m) (vph)	691						303	
v/c	0.17						1.04	
95% queue length	0.60						24.63	
Control Delay	11.3						202.0	
LOS	B						F	
Approach Delay							202.0	
Approach LOS							F	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: Mallison & River
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2033
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: River Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	77	208			805	28
Peak-Hour Factor, PHF	0.66	0.90			0.85	0.95
Peak-15 Minute Volume	29	58			237	7
Hourly Flow Rate, HFR	116	231			947	29
Percent Heavy Vehicles	6	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				3	0	281
Peak Hour Factor, PHF				0.50	0.95	0.91
Peak-15 Minute Volume				2	0	77
Hourly Flow Rate, HFR				6	0	308
Percent Heavy Vehicles				0	0	1
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		No /
RT Channelized?						
Lanes				0	1	0
Configuration					LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	231	
Shared ln volume, major rt vehicles:	0	
Sat flow rate, major th vehicles:	1700	
Sat flow rate, major rt vehicles:	1700	
Number of major street through lanes:	1	

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1					7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	6					0	0	1
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00					0.70	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.2					6.4	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20					3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	6					0	0	1
t(f)	2.3					3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	976					1425	1425	962
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process			
7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s						1500		1500
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows		962
Potential Capacity		312
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		312
Probability of Queue free St.	1.00	0.01
Step 2: LT from Major St.	4	1
Conflicting Flows		976
Potential Capacity		691
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		691
Probability of Queue free St.	1.00	0.83
Maj L-Shared Prob Q free St.		0.81
Step 3: TH from Minor St.	8	11
Conflicting Flows		1425
Potential Capacity		137
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.81	0.81
Movement Capacity		110
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Conflicting Flows		1425
Potential Capacity		151
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.81	
Maj. L, Min T Adj. Imp Factor.	0.85	
Cap. Adj. factor due to Impeding mvmnt	0.01	0.83
Movement Capacity		126

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 3 - Single Stage			
Conflicting Flows			1425
Potential Capacity			137
Pedestrian Impedance Factor		1.00	1.00
Cap. Adj. factor due to Impeding mvmnt		0.81	0.81
Movement Capacity			110
Result for 2 stage process:			
a			
y			
C t			110
Probability of Queue free St.		1.00	1.00
Step 4: LT from Minor St.		7	10
Part 1 - First Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 2 - Second Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 3 - Single Stage			
Conflicting Flows			1425
Potential Capacity			151
Pedestrian Impedance Factor		1.00	1.00
Maj. L, Min T Impedance factor		0.81	
Maj. L, Min T Adj. Imp Factor.		0.85	
Cap. Adj. factor due to Impeding mvmnt		0.01	0.83
Movement Capacity			126
Results for Two-stage process:			
a			
y			
C t			126

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)				6	0	308
Movement Capacity (vph)				126	110	312
Shared Lane Capacity (vph)					303	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep				126	110	312
Volume				6	0	308
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh					303	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LTR	
v (vph)	116						314	
C(m) (vph)	691						303	
v/c	0.17						1.04	
95% queue length	0.60						24.63	
Control Delay	11.3						202.0	
LOS	B						F	
Approach Delay							202.0	
Approach LOS							F	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.83	1.00
v(il), Volume for stream 2 or 5	231	
v(i2), Volume for stream 3 or 6	0	
s(il), Saturation flow rate for stream 2 or 5	1700	
s(i2), Saturation flow rate for stream 3 or 6	1700	
P*(oj)	0.81	
d(M,LT), Delay for stream 1 or 4	11.3	
N, Number of major street through lanes	1	
d(rank,1) Delay for stream 2 or 5	2.2	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: MCC & High & Mallison
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2033
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: MCC/High Street
Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	249	16	46	52	7
Peak-Hour Factor, PHF	0.25	0.88	0.55	0.73	0.63	0.50
Hourly Flow Rate, HFR	12	282	29	63	82	14
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	1	1	6	30	9	15
Peak Hour Factor, PHF	0.25	0.25	0.50	0.83	0.38	0.75
Hourly Flow Rate, HFR	4	4	12	36	23	20
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	12	63		20			79	
C(m) (vph)	1510	1261		562			491	
v/c	0.01	0.05		0.04			0.16	
95% queue length	0.02	0.16		0.11			0.57	
Control Delay	7.4	8.0		11.6			13.7	
LOS	A	A		B			B	
Approach Delay				11.6			13.7	
Approach LOS				B			B	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: MCC & High & Mallison
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2033
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: MCC/High Street
Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	3	249	16	46	52	7
Peak-Hour Factor, PHF	0.25	0.88	0.55	0.73	0.63	0.50
Peak-15 Minute Volume	3	71	7	16	21	4
Hourly Flow Rate, HFR	12	282	29	63	82	14
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	1	1	6	30	9	15
Peak Hour Factor, PHF	0.25	0.25	0.50	0.83	0.38	0.75
Peak-15 Minute Volume	1	1	3	9	6	5
Hourly Flow Rate, HFR	4	4	12	36	23	20
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	282	82
Shared ln volume, major rt vehicles:	29	14
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	0	0	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	0	0	0	0	0	0	0	0
t(f)	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	96	311	556	542	296	543	550	89
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process			
7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s	1500		1500		1500		1500	
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	296	89
Potential Capacity	748	975
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	748	975
Probability of Queue free St.	0.98	0.98
Step 2: LT from Major St.	**4**	**1**
Conflicting Flows	311	96
Potential Capacity	1261	1510
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1261	1510
Probability of Queue free St.	0.95	0.99
Maj L-Shared Prob Q free St.	0.95	0.99
Step 3: TH from Minor St.	**8**	**11**
Conflicting Flows	542	550
Potential Capacity	450	446
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.94	0.94
Movement Capacity	422	418
Probability of Queue free St.	0.99	0.94
Step 4: LT from Minor St.	**7**	**10**
Conflicting Flows	556	543
Potential Capacity	445	454
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.89	0.93
Maj. L, Min T Adj. Imp Factor.	0.91	0.95
Cap. Adj. factor due to Impeding mvmnt	0.89	0.93
Movement Capacity	398	422

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	542	550
Potential Capacity	450	446
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.94	0.94
Movement Capacity	422	418
Result for 2 stage process:		
a		
y		
C t	422	418
Probability of Queue free St.	0.99	0.94
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	556	543
Potential Capacity	445	454
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.89	0.93
Maj. L, Min T Adj. Imp Factor.	0.91	0.95
Cap. Adj. factor due to Impeding mvmnt	0.89	0.93
Movement Capacity	398	422
Results for Two-stage process:		
a		
y		
C t	398	422

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	4	4	12	36	23	20
Movement Capacity (vph)	398	422	748	422	418	975
Shared Lane Capacity (vph)		562			491	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	398	422	748	422	418	975
Volume	4	4	12	36	23	20
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		562			491	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	12	63		20			79	
C(m) (vph)	1510	1261		562			491	
v/c	0.01	0.05		0.04			0.16	
95% queue length	0.02	0.16		0.11			0.57	
Control Delay	7.4	8.0		11.6			13.7	
LOS	A	A		B			B	
Approach Delay				11.6			13.7	
Approach LOS				B			B	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.99	0.95
v(il), Volume for stream 2 or 5	282	82
v(i2), Volume for stream 3 or 6	29	14
s(il), Saturation flow rate for stream 2 or 5	1700	1700
s(i2), Saturation flow rate for stream 3 or 6	1700	1700
P*(oj)	0.99	0.95
d(M,LT), Delay for stream 1 or 4	7.4	8.0
N, Number of major street through lanes	1	1
d(rank,1) Delay for stream 2 or 5	0.1	0.4

Intersection	
Intersection Delay, s/veh	275.1
Intersection LOS	F

Approach	NB	SB	SE	NW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	258	1031	884	201
Demand Flow Rate, veh/h	291	1069	915	223
Vehicles Circulating, veh/h	1229	229	1013	313
Vehicles Exiting, veh/h	699	307	285	1207
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	64.4	115.4	583.6	8.0
Approach LOS	F	F	F	A

Lane	Left	Left	Left	Left
Designated Moves	LT	LTR	LTR	LTR
Assumed Moves	LT	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	291	1069	915	223
Cap Entry Lane, veh/h	331	899	410	826
Entry HV Adj Factor	0.888	0.965	0.967	0.899
Flow Entry, veh/h	258	1031	884	201
Cap Entry, veh/h	294	867	397	743
V/C Ratio	0.880	1.190	2.230	0.270
Control Delay, s/veh	64.4	115.4	583.6	8.0
LOS	F	F	F	A
95th %tile Queue, veh	8	32	66	1

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: Mosher & Mallison
Jurisdiction: Town of Gorham
Units: U. S. Customary
Analysis Year: 2033 Post
Project ID: Windham Correctional Facility
East/West Street: Mallison Street
North/South Street: Mosher Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	0	130	19	244	829	0
Peak-Hour Factor, PHF	0.95	0.84	0.67	0.72	1.00	0.95
Hourly Flow Rate, HFR	0	154	28	338	829	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	20	23	41	0	24	1
Peak Hour Factor, PHF	0.67	0.60	0.72	0.95	0.75	0.25
Hourly Flow Rate, HFR	29	38	56	0	32	4
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	0	338		123			36	
C(m) (vph)	811	1405		61			55	
v/c	0.00	0.24		2.02			0.65	
95% queue length	0.00	0.95		36.11			4.00	
Control Delay	9.4	8.4		2004			176.4	
LOS	A	A		F			F	
Approach Delay				2004			176.4	
Approach LOS				F			F	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: Mosher & Mallison
Jurisdiction: Town of Gorham
Units: U. S. Customary
Analysis Year: 2033 Post
Project ID: Windham Correctional Facility
East/West Street: Mallison Street
North/South Street: Mosher Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	0	130	19	244	829	0
Peak-Hour Factor, PHF	0.95	0.84	0.67	0.72	1.00	0.95
Peak-15 Minute Volume	0	39	7	85	207	0
Hourly Flow Rate, HFR	0	154	28	338	829	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	20	23	41	0	24	1
Peak Hour Factor, PHF	0.67	0.60	0.72	0.95	0.75	0.25
Peak-15 Minute Volume	7	10	14	0	8	1
Hourly Flow Rate, HFR	29	38	56	0	32	4
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	154	829
Shared ln volume, major rt vehicles:	28	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	0	0	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	0	0	0	0	0	0	0	0
t(f)	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	829	182	1691	1673	168	1720	1687	829
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process			
7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s	1500		1500		1500		1500	
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	168	829
Potential Capacity	881	374
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	881	374
Probability of Queue free St.	0.94	0.99
Step 2: LT from Major St.	**4**	**1**
Conflicting Flows	182	829
Potential Capacity	1405	811
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1405	811
Probability of Queue free St.	0.76	1.00
Maj L-Shared Prob Q free St.	0.53	1.00
Step 3: TH from Minor St.	**8**	**11**
Conflicting Flows	1673	1687
Potential Capacity	97	95
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.53	0.53
Movement Capacity	51	50
Probability of Queue free St.	0.25	0.36
Step 4: LT from Minor St.	**7**	**10**
Conflicting Flows	1691	1720
Potential Capacity	75	71
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.19	0.14
Maj. L, Min T Adj. Imp Factor.	0.33	0.27
Cap. Adj. factor due to Impeding mvmnt	0.32	0.25
Movement Capacity	24	18

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	1673	1687
Potential Capacity	97	95
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.53	0.53
Movement Capacity	51	50
Result for 2 stage process:		
a		
y		
C t	51	50
Probability of Queue free St.	0.25	0.36
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	1691	1720
Potential Capacity	75	71
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.19	0.14
Maj. L, Min T Adj. Imp Factor.	0.33	0.27
Cap. Adj. factor due to Impeding mvmnt	0.32	0.25
Movement Capacity	24	18
Results for Two-stage process:		
a		
y		
C t	24	18

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	29	38	56	0	32	4
Movement Capacity (vph)	24	51	881	18	50	374
Shared Lane Capacity (vph)		61			55	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
C sep	24	51	881	18	50	374
Volume	29	38	56	0	32	4
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		61			55	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	0	338		123			36	
C(m) (vph)	811	1405		61			55	
v/c	0.00	0.24		2.02			0.65	
95% queue length	0.00	0.95		36.11			4.00	
Control Delay	9.4	8.4		2004			176.4	
LOS	A	A		F			F	
Approach Delay				2004			176.4	
Approach LOS				F			F	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.76
v(il), Volume for stream 2 or 5	154	829
v(i2), Volume for stream 3 or 6	28	0
s(il), Saturation flow rate for stream 2 or 5	1700	1700
s(i2), Saturation flow rate for stream 3 or 6	1700	1700
P*(oj)	1.00	0.53
d(M,LT), Delay for stream 1 or 4	9.4	8.4
N, Number of major street through lanes	1	1
d(rank,1) Delay for stream 2 or 5	0.0	3.9

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: Mallison & River
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2033 Post
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: River Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	103	208			805	32
Peak-Hour Factor, PHF	0.66	0.90			0.85	0.95
Hourly Flow Rate, HFR	156	231			947	33
Percent Heavy Vehicles	6	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				6	0	303
Peak Hour Factor, PHF				0.50	0.95	0.91
Hourly Flow Rate, HFR				12	0	332
Percent Heavy Vehicles				0	0	1
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LTR	
v (vph)	156						344	
C(m) (vph)	689						291	
v/c	0.23						1.18	
95% queue length	0.88						39.55	
Control Delay	11.8						411.9	
LOS	B						F	
Approach Delay							411.9	
Approach LOS							F	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: Mallison & River
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2033 Post
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: River Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	103	208			805	32
Peak-Hour Factor, PHF	0.66	0.90			0.85	0.95
Peak-15 Minute Volume	39	58			237	8
Hourly Flow Rate, HFR	156	231			947	33
Percent Heavy Vehicles	6	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				6	0	303
Peak Hour Factor, PHF				0.50	0.95	0.91
Peak-15 Minute Volume				3	0	83
Hourly Flow Rate, HFR				12	0	332
Percent Heavy Vehicles				0	0	1
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		No /
RT Channelized?						
Lanes				0	1	0
Configuration					LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	231	
Shared ln volume, major rt vehicles:	0	
Sat flow rate, major th vehicles:	1700	
Sat flow rate, major rt vehicles:	1700	
Number of major street through lanes:	1	

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1					7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	6					0	0	1
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00					0.70	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.2					6.4	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20					3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	6					0	0	1
t(f)	2.3					3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	980					1507	1507	964
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process			
7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s						1500		1500
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows		964
Potential Capacity		311
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		311
Probability of Queue free St.	1.00	0.00
Step 2: LT from Major St.	4	1
Conflicting Flows		980
Potential Capacity		689
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		689
Probability of Queue free St.	1.00	0.77
Maj L-Shared Prob Q free St.		0.74
Step 3: TH from Minor St.	8	11
Conflicting Flows		1507
Potential Capacity		122
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.74	0.74
Movement Capacity		90
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Conflicting Flows		1507
Potential Capacity		134
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.74	
Maj. L, Min T Adj. Imp Factor.	0.80	
Cap. Adj. factor due to Impeding mvmnt	0.00	0.77
Movement Capacity		104

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 3 - Single Stage			
Conflicting Flows			1507
Potential Capacity			122
Pedestrian Impedance Factor		1.00	1.00
Cap. Adj. factor due to Impeding mvmnt		0.74	0.74
Movement Capacity			90
Result for 2 stage process:			
a			
y			
C t			90
Probability of Queue free St.		1.00	1.00
Step 4: LT from Minor St.		7	10
Part 1 - First Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 2 - Second Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 3 - Single Stage			
Conflicting Flows			1507
Potential Capacity			134
Pedestrian Impedance Factor		1.00	1.00
Maj. L, Min T Impedance factor		0.74	
Maj. L, Min T Adj. Imp Factor.		0.80	
Cap. Adj. factor due to Impeding mvmnt		0.00	0.77
Movement Capacity			104
Results for Two-stage process:			
a			
y			
C t			104

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)				12	0	332
Movement Capacity (vph)				104	90	311
Shared Lane Capacity (vph)					291	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep				104	90	311
Volume				12	0	332
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh					291	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LTR	
v (vph)	156						344	
C(m) (vph)	689						291	
v/c	0.23						1.18	
95% queue length	0.88						39.55	
Control Delay	11.8						411.9	
LOS	B						F	
Approach Delay							411.9	
Approach LOS							F	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.77	1.00
v(il), Volume for stream 2 or 5	231	
v(i2), Volume for stream 3 or 6	0	
s(il), Saturation flow rate for stream 2 or 5	1700	
s(i2), Saturation flow rate for stream 3 or 6	1700	
P*(oj)	0.74	
d(M,LT), Delay for stream 1 or 4	11.8	
N, Number of major street through lanes	1	
d(rank,1) Delay for stream 2 or 5	3.1	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: MCC & High & Mallison
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2033 Post
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: MCC/High Street
Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	3	249	35	76	52	7
Peak-Hour Factor, PHF	0.25	0.88	0.55	0.73	0.63	0.50
Hourly Flow Rate, HFR	12	282	63	104	82	14
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	17	1	0	30	9	15
Peak Hour Factor, PHF	0.25	0.25	0.50	0.83	0.38	0.75
Hourly Flow Rate, HFR	68	4	0	36	23	20
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	12	104		72			79	
C(m) (vph)	1510	1225		329			422	
v/c	0.01	0.08		0.22			0.19	
95% queue length	0.02	0.28		0.84			0.69	
Control Delay	7.4	8.2		19.0			15.5	
LOS	A	A		C			C	
Approach Delay				19.0			15.5	
Approach LOS				C			C	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 1/3/2014
Analysis Time Period: 7-8 AM
Intersection: MCC & High & Mallison
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2033 Post
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: MCC/High Street
Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	3	249	35	76	52	7
Peak-Hour Factor, PHF	0.25	0.88	0.55	0.73	0.63	0.50
Peak-15 Minute Volume	3	71	16	26	21	4
Hourly Flow Rate, HFR	12	282	63	104	82	14
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	17	1	0	30	9	15
Peak Hour Factor, PHF	0.25	0.25	0.50	0.83	0.38	0.75
Peak-15 Minute Volume	17	1	0	9	6	5
Hourly Flow Rate, HFR	68	4	0	36	23	20
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	282	82
Shared ln volume, major rt vehicles:	63	14
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	0	0	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	0	0	0	0	0	0	0	0
t(f)	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	96	345	656	642	314	637	666	89
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process				
	7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s	1500		1500		1500		1500	
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	314	89
Potential Capacity	731	975
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	731	975
Probability of Queue free St.	1.00	0.98
Step 2: LT from Major St.	**4**	**1**
Conflicting Flows	345	96
Potential Capacity	1225	1510
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1225	1510
Probability of Queue free St.	0.92	0.99
Maj L-Shared Prob Q free St.	0.91	0.99
Step 3: TH from Minor St.	**8**	**11**
Conflicting Flows	642	666
Potential Capacity	395	383
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.90	0.90
Movement Capacity	356	345
Probability of Queue free St.	0.99	0.93
Step 4: LT from Minor St.	**7**	**10**
Conflicting Flows	656	637
Potential Capacity	382	393
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.84	0.89
Maj. L, Min T Adj. Imp Factor.	0.88	0.92
Cap. Adj. factor due to Impeding mvmnt	0.86	0.92
Movement Capacity	328	360

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	642	666
Potential Capacity	395	383
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.90	0.90
Movement Capacity	356	345
Result for 2 stage process:		
a		
y		
C t	356	345
Probability of Queue free St.	0.99	0.93
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	656	637
Potential Capacity	382	393
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.84	0.89
Maj. L, Min T Adj. Imp Factor.	0.88	0.92
Cap. Adj. factor due to Impeding mvmnt	0.86	0.92
Movement Capacity	328	360
Results for Two-stage process:		
a		
y		
C t	328	360

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	68	4	0	36	23	20
Movement Capacity (vph)	328	356	731	360	345	975
Shared Lane Capacity (vph)		329			422	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
C sep	328	356	731	360	345	975
Volume	68	4	0	36	23	20
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		329			422	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	12	104		72			79	
C(m) (vph)	1510	1225		329			422	
v/c	0.01	0.08		0.22			0.19	
95% queue length	0.02	0.28		0.84			0.69	
Control Delay	7.4	8.2		19.0			15.5	
LOS	A	A		C			C	
Approach Delay				19.0			15.5	
Approach LOS				C			C	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.99	0.92
v(il), Volume for stream 2 or 5	282	82
v(i2), Volume for stream 3 or 6	63	14
s(il), Saturation flow rate for stream 2 or 5	1700	1700
s(i2), Saturation flow rate for stream 3 or 6	1700	1700
P*(oj)	0.99	0.91
d(M,LT), Delay for stream 1 or 4	7.4	8.2
N, Number of major street through lanes	1	1
d(rank,1) Delay for stream 2 or 5	0.1	0.7

Intersection	
Intersection Delay, s/veh	280.2
Intersection LOS	F

Approach	NB	SB	SE	NW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	258	1037	887	208
Demand Flow Rate, veh/h	291	1075	918	231
Vehicles Circulating, veh/h	1237	234	1019	313
Vehicles Exiting, veh/h	700	310	290	1215
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	66.1	120.4	593.0	8.1
Approach LOS	F	F	F	A

Lane	Left	Left	Left	Left
Designated Moves	LT	LTR	LTR	LTR
Assumed Moves	LT	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	291	1075	918	231
Cap Entry Lane, veh/h	328	894	408	826
Entry HV Adj Factor	0.888	0.965	0.967	0.901
Flow Entry, veh/h	258	1037	887	208
Cap Entry, veh/h	291	863	394	744
V/C Ratio	0.887	1.202	2.251	0.280
Control Delay, s/veh	66.1	120.4	593.0	8.1
LOS	F	F	F	A
95th %tile Queue, veh	8	33	67	1

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: MCC & High & Mallison
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2013
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: MCC/High Street
Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	11	55	1	4	275	15
Peak-Hour Factor, PHF	0.50	0.79	0.25	0.25	0.89	0.69
Hourly Flow Rate, HFR	22	69	4	16	308	21
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal?	No			No		

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	8	11	25	3	0	13
Peak Hour Factor, PHF	0.25	0.67	0.53	0.50	0.95	0.75
Hourly Flow Rate, HFR	32	16	47	6	0	17
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	22	16		95			23	
C(m) (vph)	1242	1540		645			622	
v/c	0.02	0.01		0.15			0.04	
95% queue length	0.05	0.03		0.52			0.12	
Control Delay	8.0	7.4		11.5			11.0	
LOS	A	A		B			B	
Approach Delay				11.5			11.0	
Approach LOS				B			B	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: MCC & High & Mallison
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2013
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: MCC/High Street
Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	11	55	1	4	275	15
Peak-Hour Factor, PHF	0.50	0.79	0.25	0.25	0.89	0.69
Peak-15 Minute Volume	6	17	1	4	77	5
Hourly Flow Rate, HFR	22	69	4	16	308	21
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration	LTR			LTR		
Upstream Signal?	No			No		

Minor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	8	11	25	3	0	13
Peak Hour Factor, PHF	0.25	0.67	0.53	0.50	0.95	0.75
Peak-15 Minute Volume	8	4	12	2	0	4
Hourly Flow Rate, HFR	32	16	47	6	0	17
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	69	308
Shared ln volume, major rt vehicles:	4	21
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	0	0	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	0	0	0	0	0	0	0	0
t(f)	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	329	73	474	476	71	496	467	318
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process				
	7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s	1500		1500		1500		1500	
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	71	318
Potential Capacity	997	727
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	997	727
Probability of Queue free St.	0.95	0.98
Step 2: LT from Major St.	**4**	**1**
Conflicting Flows	73	329
Potential Capacity	1540	1242
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1540	1242
Probability of Queue free St.	0.99	0.98
Maj L-Shared Prob Q free St.	0.99	0.98
Step 3: TH from Minor St.	**8**	**11**
Conflicting Flows	476	467
Potential Capacity	491	496
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.97	0.97
Movement Capacity	476	481
Probability of Queue free St.	0.97	1.00
Step 4: LT from Minor St.	**7**	**10**
Conflicting Flows	474	496
Potential Capacity	504	487
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.97	0.94
Maj. L, Min T Adj. Imp Factor.	0.98	0.95
Cap. Adj. factor due to Impeding mvmnt	0.95	0.91
Movement Capacity	481	441

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	476	467
Potential Capacity	491	496
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.97	0.97
Movement Capacity	476	481
Result for 2 stage process:		
a		
y		
C t	476	481
Probability of Queue free St.	0.97	1.00
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	474	496
Potential Capacity	504	487
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.97	0.94
Maj. L, Min T Adj. Imp Factor.	0.98	0.95
Cap. Adj. factor due to Impeding mvmnt	0.95	0.91
Movement Capacity	481	441
Results for Two-stage process:		
a		
y		
C t	481	441

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	32	16	47	6	0	17
Movement Capacity (vph)	481	476	997	441	481	727
Shared Lane Capacity (vph)		645			622	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
C sep	481	476	997	441	481	727
Volume	32	16	47	6	0	17
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		645			622	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	22	16		95			23	
C(m) (vph)	1242	1540		645			622	
v/c	0.02	0.01		0.15			0.04	
95% queue length	0.05	0.03		0.52			0.12	
Control Delay	8.0	7.4		11.5			11.0	
LOS	A	A		B			B	
Approach Delay				11.5			11.0	
Approach LOS				B			B	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.98	0.99
v(il), Volume for stream 2 or 5	69	308
v(i2), Volume for stream 3 or 6	4	21
s(il), Saturation flow rate for stream 2 or 5	1700	1700
s(i2), Saturation flow rate for stream 3 or 6	1700	1700
P*(oj)	0.98	0.99
d(M,LT), Delay for stream 1 or 4	8.0	7.4
N, Number of major street through lanes	1	1
d(rank,1) Delay for stream 2 or 5	0.1	0.1

Intersection	
Intersection Delay, s/veh	193.4
Intersection LOS	F

Approach	NB	SB	SE	NW
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	533	412	321	1118
Demand Flow Rate, veh/h	541	433	335	1124
Vehicles Circulating, veh/h	343	902	419	587
Vehicles Exiting, veh/h	411	809	916	297
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	16.8	61.0	11.4	378.5
Approach LOS	C	F	B	F

Lane	Left	Left	Left	Left
Designated Moves	LT	LTR	LTR	LTR
Assumed Moves	LT	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	541	433	335	1124
Cap Entry Lane, veh/h	802	458	743	628
Entry HV Adj Factor	0.985	0.951	0.958	0.995
Flow Entry, veh/h	533	412	321	1118
Cap Entry, veh/h	790	436	712	625
V/C Ratio	0.675	0.944	0.451	1.789
Control Delay, s/veh	16.8	61.0	11.4	378.5
LOS	C	F	B	F
95th %tile Queue, veh	5	11	2	68

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: Mosher & Mallison
Jurisdiction: Town of Gorham
Units: U. S. Customary
Analysis Year: 2013
Project ID: Windham Correctional Facility
East/West Street: Mallison Street
North/South Street: Mosher Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	1	693	12	50	182	0
Peak-Hour Factor, PHF	0.95	0.90	0.67	0.83	0.83	0.95
Hourly Flow Rate, HFR	1	770	17	60	219	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	9	31	256	0	5	0
Peak Hour Factor, PHF	0.58	0.58	0.85	0.95	0.75	0.95
Hourly Flow Rate, HFR	15	53	301	0	6	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	1	60		369			6	
C(m) (vph)	1362	841		330			189	
v/c	0.00	0.07		1.12			0.03	
95% queue length	0.00	0.23		35.22			0.10	
Control Delay	7.6	9.6		304.7			24.7	
LOS	A	A		F			C	
Approach Delay				304.7			24.7	
Approach LOS				F			C	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: Mosher & Mallison
Jurisdiction: Town of Gorham
Units: U. S. Customary
Analysis Year: 2013
Project ID: Windham Correctional Facility
East/West Street: Mallison Street
North/South Street: Mosher Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	1	693	12	50	182	0
Peak-Hour Factor, PHF	0.95	0.90	0.67	0.83	0.83	0.95
Peak-15 Minute Volume	0	192	4	15	55	0
Hourly Flow Rate, HFR	1	770	17	60	219	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	9	31	256	0	5	0
Peak Hour Factor, PHF	0.58	0.58	0.85	0.95	0.75	0.95
Peak-15 Minute Volume	4	13	75	0	2	0
Hourly Flow Rate, HFR	15	53	301	0	6	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	770	219
Shared ln volume, major rt vehicles:	17	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	0	0	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	0	0	0	0	0	0	0	0
t(f)	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	219	787	1122	1119	778	1297	1128	219
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process			
7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s	1500		1500		1500		1500	
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	778	219
Potential Capacity	400	826
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	400	826
Probability of Queue free St.	0.25	1.00
Step 2: LT from Major St.	**4**	**1**
Conflicting Flows	787	219
Potential Capacity	841	1362
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	841	1362
Probability of Queue free St.	0.93	1.00
Maj L-Shared Prob Q free St.	0.92	1.00
Step 3: TH from Minor St.	**8**	**11**
Conflicting Flows	1119	1128
Potential Capacity	209	206
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.92	0.92
Movement Capacity	192	189
Probability of Queue free St.	0.72	0.97
Step 4: LT from Minor St.	**7**	**10**
Conflicting Flows	1122	1297
Potential Capacity	185	140
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.89	0.66
Maj. L, Min T Adj. Imp Factor.	0.91	0.74
Cap. Adj. factor due to Impeding mvmnt	0.91	0.18
Movement Capacity	169	26

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	1119	1128
Potential Capacity	209	206
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.92	0.92
Movement Capacity	192	189
Result for 2 stage process:		
a		
y		
C t	192	189
Probability of Queue free St.	0.72	0.97
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	1122	1297
Potential Capacity	185	140
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.89	0.66
Maj. L, Min T Adj. Imp Factor.	0.91	0.74
Cap. Adj. factor due to Impeding mvmnt	0.91	0.18
Movement Capacity	169	26
Results for Two-stage process:		
a		
y		
C t	169	26

Worksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)	15	53	301	0	6	0
Movement Capacity (vph)	169	192	400	26	189	826
Shared Lane Capacity (vph)		330			189	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	169	192	400	26	189	826
Volume	15	53	301	0	6	0
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		330			189	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	1	60		369			6	
C(m) (vph)	1362	841		330			189	
v/c	0.00	0.07		1.12			0.03	
95% queue length	0.00	0.23		35.22			0.10	
Control Delay	7.6	9.6		304.7			24.7	
LOS	A	A		F			C	
Approach Delay				304.7			24.7	
Approach LOS				F			C	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.93
v(il), Volume for stream 2 or 5	770	219
v(i2), Volume for stream 3 or 6	17	0
s(il), Saturation flow rate for stream 2 or 5	1700	1700
s(i2), Saturation flow rate for stream 3 or 6	1700	1700
P*(oj)	1.00	0.92
d(M,LT), Delay for stream 1 or 4	7.6	9.6
N, Number of major street through lanes	1	1
d(rank,1) Delay for stream 2 or 5	0.0	0.8

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: Mallison & River
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2013
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: River Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	290	707			309	4
Peak-Hour Factor, PHF	0.88	0.92			0.88	0.25
Hourly Flow Rate, HFR	329	768			351	16
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				8	0	75
Peak Hour Factor, PHF				0.75	0.95	0.76
Hourly Flow Rate, HFR				10	0	98
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LTR	
v (vph)	329						108	
C(m) (vph)	1203						368	
v/c	0.27						0.29	
95% queue length	1.13						1.23	
Control Delay	9.1						18.8	
LOS	A						C	
Approach Delay							18.8	
Approach LOS							C	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: Mallison & River
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2013
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: River Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	290	707			309	4
Peak-Hour Factor, PHF	0.88	0.92			0.88	0.25
Peak-15 Minute Volume	82	192			88	4
Hourly Flow Rate, HFR	329	768			351	16
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				8	0	75
Peak Hour Factor, PHF				0.75	0.95	0.76
Peak-15 Minute Volume				3	0	25
Hourly Flow Rate, HFR				10	0	98
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		No /
RT Channelized?						
Lanes				0	1	0
Configuration					LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	768	
Shared ln volume, major rt vehicles:	0	
Sat flow rate, major th vehicles:	1700	
Sat flow rate, major rt vehicles:	1700	
Number of major street through lanes:	1	

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1					7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	0					0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00					0.70	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.1					6.4	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20					3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	0					0	0	0
t(f)	2.2					3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	367					1785	1785	359
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process			
7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s						1500		1500
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows		359
Potential Capacity		690
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		690
Probability of Queue free St.	1.00	0.86
Step 2: LT from Major St.	4	1
Conflicting Flows		367
Potential Capacity		1203
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		1203
Probability of Queue free St.	1.00	0.73
Maj L-Shared Prob Q free St.		0.50
Step 3: TH from Minor St.	8	11
Conflicting Flows		1785
Potential Capacity		82
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.50	0.50
Movement Capacity		41
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Conflicting Flows		1785
Potential Capacity		91
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.50	
Maj. L, Min T Adj. Imp Factor.	0.61	
Cap. Adj. factor due to Impeding mvmnt	0.52	0.73
Movement Capacity		66

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 3 - Single Stage			
Conflicting Flows			1785
Potential Capacity			82
Pedestrian Impedance Factor		1.00	1.00
Cap. Adj. factor due to Impeding mvmnt		0.50	0.50
Movement Capacity			41
Result for 2 stage process:			
a			
y			
C t			41
Probability of Queue free St.		1.00	1.00
Step 4: LT from Minor St.		7	10
Part 1 - First Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 2 - Second Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 3 - Single Stage			
Conflicting Flows			1785
Potential Capacity			91
Pedestrian Impedance Factor		1.00	1.00
Maj. L, Min T Impedance factor		0.50	
Maj. L, Min T Adj. Imp Factor.		0.61	
Cap. Adj. factor due to Impeding mvmnt		0.52	0.73
Movement Capacity			66
Results for Two-stage process:			
a			
y			
C t			66

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)				10	0	98
Movement Capacity (vph)				66	41	690
Shared Lane Capacity (vph)					368	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep				66	41	690
Volume				10	0	98
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh					368	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LTR	
v (vph)	329						108	
C(m) (vph)	1203						368	
v/c	0.27						0.29	
95% queue length	1.13						1.23	
Control Delay	9.1						18.8	
LOS	A						C	
Approach Delay							18.8	
Approach LOS							C	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.73	1.00
v(il), Volume for stream 2 or 5	768	
v(i2), Volume for stream 3 or 6	0	
s(il), Saturation flow rate for stream 2 or 5	1700	
s(i2), Saturation flow rate for stream 3 or 6	1700	
P*(oj)	0.50	
d(M,LT), Delay for stream 1 or 4	9.1	
N, Number of major street through lanes	1	
d(rank,1) Delay for stream 2 or 5	4.5	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: Mosher & Mallison
Jurisdiction: Town of Gorham
Units: U. S. Customary
Analysis Year: 2033
Project ID: Windham Correctional Facility
East/West Street: Mallison Street
North/South Street: Mosher Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	1	765	13	55	201	0
Peak-Hour Factor, PHF	0.95	0.90	0.67	0.83	0.83	0.95
Hourly Flow Rate, HFR	1	850	19	66	242	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	10	34	283	0	6	0
Peak Hour Factor, PHF	0.58	0.58	0.85	0.95	0.75	0.95
Hourly Flow Rate, HFR	17	58	332	0	8	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	1	66		407			8	
C(m) (vph)	1336	784		288			158	
v/c	0.00	0.08		1.41			0.05	
95% queue length	0.00	0.28		68.42			0.16	
Control Delay	7.7	10.0+		801.8			29.0	
LOS	A	B		F			D	
Approach Delay				801.8			29.0	
Approach LOS				F			D	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: Mosher & Mallison
Jurisdiction: Town of Gorham
Units: U. S. Customary
Analysis Year: 2033
Project ID: Windham Correctional Facility
East/West Street: Mallison Street
North/South Street: Mosher Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	1	765	13	55	201	0
Peak-Hour Factor, PHF	0.95	0.90	0.67	0.83	0.83	0.95
Peak-15 Minute Volume	0	212	5	17	61	0
Hourly Flow Rate, HFR	1	850	19	66	242	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	10	34	283	0	6	0
Peak Hour Factor, PHF	0.58	0.58	0.85	0.95	0.75	0.95
Peak-15 Minute Volume	4	15	83	0	2	0
Hourly Flow Rate, HFR	17	58	332	0	8	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	850	242
Shared ln volume, major rt vehicles:	19	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	0	0	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	0	0	0	0	0	0	0	0
t(f)	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	242	869	1240	1236	860	1430	1245	242
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process			
7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s	1500		1500		1500		1500	
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	860	242
Potential Capacity	359	802
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	359	802
Probability of Queue free St.	0.08	1.00
Step 2: LT from Major St.	**4**	**1**
Conflicting Flows	869	242
Potential Capacity	784	1336
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	784	1336
Probability of Queue free St.	0.92	1.00
Maj L-Shared Prob Q free St.	0.90	1.00
Step 3: TH from Minor St.	**8**	**11**
Conflicting Flows	1236	1245
Potential Capacity	178	176
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.90	0.90
Movement Capacity	160	158
Probability of Queue free St.	0.64	0.95
Step 4: LT from Minor St.	**7**	**10**
Conflicting Flows	1240	1430
Potential Capacity	153	113
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.85	0.57
Maj. L, Min T Adj. Imp Factor.	0.89	0.67
Cap. Adj. factor due to Impeding mvmnt	0.89	0.05
Movement Capacity	136	6

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	1236	1245
Potential Capacity	178	176
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.90	0.90
Movement Capacity	160	158
Result for 2 stage process:		
a		
y		
C t	160	158
Probability of Queue free St.	0.64	0.95
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	1240	1430
Potential Capacity	153	113
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.85	0.57
Maj. L, Min T Adj. Imp Factor.	0.89	0.67
Cap. Adj. factor due to Impeding mvmnt	0.89	0.05
Movement Capacity	136	6
Results for Two-stage process:		
a		
y		
C t	136	6

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	17	58	332	0	8	0
Movement Capacity (vph)	136	160	359	6	158	802
Shared Lane Capacity (vph)		288			158	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	136	160	359	6	158	802
Volume	17	58	332	0	8	0
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		288			158	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	1	66		407			8	
C(m) (vph)	1336	784		288			158	
v/c	0.00	0.08		1.41			0.05	
95% queue length	0.00	0.28		68.42			0.16	
Control Delay	7.7	10.0+		801.8			29.0	
LOS	A	B		F			D	
Approach Delay				801.8			29.0	
Approach LOS				F			D	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.92
v(il), Volume for stream 2 or 5	850	242
v(i2), Volume for stream 3 or 6	19	0
s(il), Saturation flow rate for stream 2 or 5	1700	1700
s(i2), Saturation flow rate for stream 3 or 6	1700	1700
P*(oj)	1.00	0.90
d(M,LT), Delay for stream 1 or 4	7.7	10.0+
N, Number of major street through lanes	1	1
d(rank,1) Delay for stream 2 or 5	0.0	1.0

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: Mallison & River
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2033
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: River Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	320	781			343	4
Peak-Hour Factor, PHF	0.88	0.92			0.88	0.25
Hourly Flow Rate, HFR	363	848			389	16
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				9	0	83
Peak Hour Factor, PHF				0.75	0.95	0.76
Hourly Flow Rate, HFR				12	0	109
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LTR	
v (vph)	363						121	
C(m) (vph)	1165						291	
v/c	0.31						0.42	
95% queue length	1.35						2.08	
Control Delay	9.5						26.1	
LOS	A						D	
Approach Delay							26.1	
Approach LOS							D	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: Mallison & River
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2033
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: River Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	320	781			343	4
Peak-Hour Factor, PHF	0.88	0.92			0.88	0.25
Peak-15 Minute Volume	91	212			97	4
Hourly Flow Rate, HFR	363	848			389	16
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				9	0	83
Peak Hour Factor, PHF				0.75	0.95	0.76
Peak-15 Minute Volume				3	0	27
Hourly Flow Rate, HFR				12	0	109
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		No /
RT Channelized?						
Lanes				0	1	0
Configuration					LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	848	
Shared ln volume, major rt vehicles:	0	
Sat flow rate, major th vehicles:	1700	
Sat flow rate, major rt vehicles:	1700	
Number of major street through lanes:	1	

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1					7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	0					0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00					0.70	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.1					6.4	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20					3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	0					0	0	0
t(f)	2.2					3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	405					1971	1971	397
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process			
7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s						1500		1500
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows		397
Potential Capacity		657
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		657
Probability of Queue free St.	1.00	0.83
Step 2: LT from Major St.	4	1
Conflicting Flows		405
Potential Capacity		1165
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		1165
Probability of Queue free St.	1.00	0.69
Maj L-Shared Prob Q free St.		0.38
Step 3: TH from Minor St.	8	11
Conflicting Flows		1971
Potential Capacity		63
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.38	0.38
Movement Capacity		24
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Conflicting Flows		1971
Potential Capacity		70
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.38	
Maj. L, Min T Adj. Imp Factor.	0.50	
Cap. Adj. factor due to Impeding mvmnt	0.42	0.69
Movement Capacity		48

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 3 - Single Stage			
Conflicting Flows			1971
Potential Capacity			63
Pedestrian Impedance Factor		1.00	1.00
Cap. Adj. factor due to Impeding mvmnt		0.38	0.38
Movement Capacity			24
Result for 2 stage process:			
a			
y			
C t			24
Probability of Queue free St.		1.00	1.00
Step 4: LT from Minor St.		7	10
Part 1 - First Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 2 - Second Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 3 - Single Stage			
Conflicting Flows			1971
Potential Capacity			70
Pedestrian Impedance Factor		1.00	1.00
Maj. L, Min T Impedance factor		0.38	
Maj. L, Min T Adj. Imp Factor.		0.50	
Cap. Adj. factor due to Impeding mvmnt		0.42	0.69
Movement Capacity			48
Results for Two-stage process:			
a			
y			
C t			48

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)				12	0	109
Movement Capacity (vph)				48	24	657
Shared Lane Capacity (vph)					291	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep				48	24	657
Volume				12	0	109
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh					291	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LTR	
v (vph)	363						121	
C(m) (vph)	1165						291	
v/c	0.31						0.42	
95% queue length	1.35						2.08	
Control Delay	9.5						26.1	
LOS	A						D	
Approach Delay							26.1	
Approach LOS							D	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.69	1.00
v(il), Volume for stream 2 or 5	848	
v(i2), Volume for stream 3 or 6	0	
s(il), Saturation flow rate for stream 2 or 5	1700	
s(i2), Saturation flow rate for stream 3 or 6	1700	
P*(oj)	0.38	
d(M,LT), Delay for stream 1 or 4	9.5	
N, Number of major street through lanes	1	
d(rank,1) Delay for stream 2 or 5	5.9	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: MCC & High & Mallison
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2033
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: MCC/High Street
Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	12	61	1	4	304	16
Peak-Hour Factor, PHF	0.50	0.79	0.25	0.25	0.89	0.69
Hourly Flow Rate, HFR	24	77	4	16	341	23
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	9	12	28	3	0	14
Peak Hour Factor, PHF	0.25	0.67	0.53	0.50	0.95	0.75
Hourly Flow Rate, HFR	36	17	52	6	0	18
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	24	16		105			24	
C(m) (vph)	1206	1529		612			590	
v/c	0.02	0.01		0.17			0.04	
95% queue length	0.06	0.03		0.62			0.13	
Control Delay	8.0	7.4		12.1			11.4	
LOS	A	A		B			B	
Approach Delay				12.1			11.4	
Approach LOS				B			B	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: MCC & High & Mallison
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2033
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: MCC/High Street
Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	12	61	1	4	304	16
Peak-Hour Factor, PHF	0.50	0.79	0.25	0.25	0.89	0.69
Peak-15 Minute Volume	6	19	1	4	85	6
Hourly Flow Rate, HFR	24	77	4	16	341	23
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	9	12	28	3	0	14
Peak Hour Factor, PHF	0.25	0.67	0.53	0.50	0.95	0.75
Peak-15 Minute Volume	9	4	13	2	0	5
Hourly Flow Rate, HFR	36	17	52	6	0	18
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	77	341
Shared ln volume, major rt vehicles:	4	23
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	0	0	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	0	0	0	0	0	0	0	0
t(f)	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	364	81	521	523	79	546	513	352
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process				
	7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s	1500		1500		1500		1500	
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	79	352
Potential Capacity	987	696
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	987	696
Probability of Queue free St.	0.95	0.97
Step 2: LT from Major St.	**4**	**1**
Conflicting Flows	81	364
Potential Capacity	1529	1206
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1529	1206
Probability of Queue free St.	0.99	0.98
Maj L-Shared Prob Q free St.	0.99	0.98
Step 3: TH from Minor St.	**8**	**11**
Conflicting Flows	523	513
Potential Capacity	462	468
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.97	0.97
Movement Capacity	446	452
Probability of Queue free St.	0.96	1.00
Step 4: LT from Minor St.	**7**	**10**
Conflicting Flows	521	546
Potential Capacity	469	452
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.97	0.93
Maj. L, Min T Adj. Imp Factor.	0.97	0.95
Cap. Adj. factor due to Impeding mvmnt	0.95	0.90
Movement Capacity	445	405

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	523	513
Potential Capacity	462	468
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.97	0.97
Movement Capacity	446	452
Result for 2 stage process:		
a		
y		
C t	446	452
Probability of Queue free St.	0.96	1.00
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	521	546
Potential Capacity	469	452
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.97	0.93
Maj. L, Min T Adj. Imp Factor.	0.97	0.95
Cap. Adj. factor due to Impeding mvmnt	0.95	0.90
Movement Capacity	445	405
Results for Two-stage process:		
a		
y		
C t	445	405

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	36	17	52	6	0	18
Movement Capacity (vph)	445	446	987	405	452	696
Shared Lane Capacity (vph)		612			590	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	445	446	987	405	452	696
Volume	36	17	52	6	0	18
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		612			590	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	24	16		105			24	
C(m) (vph)	1206	1529		612			590	
v/c	0.02	0.01		0.17			0.04	
95% queue length	0.06	0.03		0.62			0.13	
Control Delay	8.0	7.4		12.1			11.4	
LOS	A	A		B			B	
Approach Delay				12.1			11.4	
Approach LOS				B			B	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.98	0.99
v(il), Volume for stream 2 or 5	77	341
v(i2), Volume for stream 3 or 6	4	23
s(il), Saturation flow rate for stream 2 or 5	1700	1700
s(i2), Saturation flow rate for stream 3 or 6	1700	1700
P*(oj)	0.98	0.99
d(M,LT), Delay for stream 1 or 4	8.0	7.4
N, Number of major street through lanes	1	1
d(rank,1) Delay for stream 2 or 5	0.2	0.1

Intersection	
Intersection Delay, s/veh	272.1
Intersection LOS	F

Approach	WB	NB	SB	SE
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1235	590	458	355
Demand Flow Rate, veh/h	1241	599	483	370
Vehicles Circulating, veh/h	650	381	996	467
Vehicles Exiting, veh/h	330	456	895	1012
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	519.3	23.0	126.9	13.6
Approach LOS	F	C	F	B

Lane	Left	Left	Left	Left
Designated Moves	LR	LT	LTR	LR
Assumed Moves	LR	LT	LTR	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	1241	599	483	370
Cap Entry Lane, veh/h	590	772	417	708
Entry HV Adj Factor	0.995	0.986	0.949	0.959
Flow Entry, veh/h	1235	590	458	355
Cap Entry, veh/h	587	761	396	680
V/C Ratio	2.104	0.776	1.157	0.522
Control Delay, s/veh	519.3	23.0	126.9	13.6
LOS	F	C	F	B
95th %tile Queue, veh	86	8	18	3

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: Mosher & Mallison
Jurisdiction: Town of Gorham
Units: U. S. Customary
Analysis Year: 2033 Post
Project ID: Windham Correctional Facility
East/West Street: Mallison Street
North/South Street: Mosher Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	1	765	14	56	201	0
Peak-Hour Factor, PHF	0.95	0.90	0.67	0.83	0.83	0.95
Hourly Flow Rate, HFR	1	850	20	67	242	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	16	37	289	0	6	0
Peak Hour Factor, PHF	0.58	0.58	0.85	0.95	0.75	0.95
Hourly Flow Rate, HFR	27	63	339	0	8	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	1	67		429			8	
C(m) (vph)	1336	783		279			157	
v/c	0.00	0.09		1.54			0.05	
95% queue length	0.00	0.28		82.77			0.16	
Control Delay	7.7	10.0+		1021			29.2	
LOS	A	B		F			D	
Approach Delay				1021			29.2	
Approach LOS				F			D	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: Mosher & Mallison
Jurisdiction: Town of Gorham
Units: U. S. Customary
Analysis Year: 2033 Post
Project ID: Windham Correctional Facility
East/West Street: Mallison Street
North/South Street: Mosher Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	1	765	14	56	201	0
Peak-Hour Factor, PHF	0.95	0.90	0.67	0.83	0.83	0.95
Peak-15 Minute Volume	0	212	5	17	61	0
Hourly Flow Rate, HFR	1	850	20	67	242	0
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	16	37	289	0	6	0
Peak Hour Factor, PHF	0.58	0.58	0.85	0.95	0.75	0.95
Peak-15 Minute Volume	7	16	85	0	2	0
Hourly Flow Rate, HFR	27	63	339	0	8	0
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	850	242
Shared ln volume, major rt vehicles:	20	0
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	0	0	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	0	0	0	0	0	0	0	0
t(f)	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	242	870	1242	1238	860	1439	1248	242
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process			
7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s	1500		1500		1500		1500	
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	860	242
Potential Capacity	359	802
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	359	802
Probability of Queue free St.	0.06	1.00
Step 2: LT from Major St.	**4**	**1**
Conflicting Flows	870	242
Potential Capacity	783	1336
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	783	1336
Probability of Queue free St.	0.91	1.00
Maj L-Shared Prob Q free St.	0.90	1.00
Step 3: TH from Minor St.	**8**	**11**
Conflicting Flows	1238	1248
Potential Capacity	177	175
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.90	0.90
Movement Capacity	159	157
Probability of Queue free St.	0.60	0.95
Step 4: LT from Minor St.	**7**	**10**
Conflicting Flows	1242	1439
Potential Capacity	153	112
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.85	0.54
Maj. L, Min T Adj. Imp Factor.	0.89	0.64
Cap. Adj. factor due to Impeding mvmnt	0.89	0.04
Movement Capacity	136	4

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	1238	1248
Potential Capacity	177	175
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.90	0.90
Movement Capacity	159	157
Result for 2 stage process:		
a		
y		
C t	159	157
Probability of Queue free St.	0.60	0.95
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	1242	1439
Potential Capacity	153	112
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.85	0.54
Maj. L, Min T Adj. Imp Factor.	0.89	0.64
Cap. Adj. factor due to Impeding mvmnt	0.89	0.04
Movement Capacity	136	4
Results for Two-stage process:		
a		
y		
C t	136	4

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	27	63	339	0	8	0
Movement Capacity (vph)	136	159	359	4	157	802
Shared Lane Capacity (vph)		279			157	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	136	159	359	4	157	802
Volume	27	63	339	0	8	0
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		279			157	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	1	67		429			8	
C(m) (vph)	1336	783		279			157	
v/c	0.00	0.09		1.54			0.05	
95% queue length	0.00	0.28		82.77			0.16	
Control Delay	7.7	10.0+		1021			29.2	
LOS	A	B		F			D	
Approach Delay				1021			29.2	
Approach LOS				F			D	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.91
v(il), Volume for stream 2 or 5	850	242
v(i2), Volume for stream 3 or 6	20	0
s(il), Saturation flow rate for stream 2 or 5	1700	1700
s(i2), Saturation flow rate for stream 3 or 6	1700	1700
P*(oj)	1.00	0.90
d(M,LT), Delay for stream 1 or 4	7.7	10.0+
N, Number of major street through lanes	1	1
d(rank,1) Delay for stream 2 or 5	0.0	1.0

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: Mallison & River
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2033 Post
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: River Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	322	781			341	5
Peak-Hour Factor, PHF	0.88	0.92			0.88	0.25
Hourly Flow Rate, HFR	365	848			387	20
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided		/			
RT Channelized?						
Lanes	0	1			1	0
Configuration		LT				TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				12	0	103
Peak Hour Factor, PHF				0.75	0.95	0.76
Hourly Flow Rate, HFR				16	0	135
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage			/			No /
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LTR	
v (vph)	365						151	
C(m) (vph)	1163						277	
v/c	0.31						0.55	
95% queue length	1.37						3.41	
Control Delay	9.5						33.3	
LOS	A						D	
Approach Delay							33.3	
Approach LOS							D	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: Mallison & River
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2033 Post
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: River Road
Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	322	781			341	5
Peak-Hour Factor, PHF	0.88	0.92			0.88	0.25
Peak-15 Minute Volume	91	212			97	5
Hourly Flow Rate, HFR	365	848			387	20
Percent Heavy Vehicles	0	--	--		--	--
Median Type/Storage	Undivided			/		
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				12	0	103
Peak Hour Factor, PHF				0.75	0.95	0.76
Peak-15 Minute Volume				4	0	34
Hourly Flow Rate, HFR				16	0	135
Percent Heavy Vehicles				0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage				/		No /
RT Channelized?						
Lanes				0	1	0
Configuration					LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	848	
Shared ln volume, major rt vehicles:	0	
Sat flow rate, major th vehicles:	1700	
Sat flow rate, major rt vehicles:	1700	
Number of major street through lanes:	1	

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1					7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	0					0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00					0.70	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.1					6.4	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20					3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	0					0	0	0
t(f)	2.2					3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	407					1975	1975	397
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process			
7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s						1500		1500
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows		397
Potential Capacity		657
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		657
Probability of Queue free St.	1.00	0.79
Step 2: LT from Major St.	4	1
Conflicting Flows		407
Potential Capacity		1163
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		1163
Probability of Queue free St.	1.00	0.69
Maj L-Shared Prob Q free St.		0.37
Step 3: TH from Minor St.	8	11
Conflicting Flows		1975
Potential Capacity		63
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.37	0.37
Movement Capacity		24
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Conflicting Flows		1975
Potential Capacity		69
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.37	
Maj. L, Min T Adj. Imp Factor.	0.50	
Cap. Adj. factor due to Impeding mvmnt	0.40	0.69
Movement Capacity		47

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 3 - Single Stage			
Conflicting Flows			1975
Potential Capacity			63
Pedestrian Impedance Factor		1.00	1.00
Cap. Adj. factor due to Impeding mvmnt		0.37	0.37
Movement Capacity			24
Result for 2 stage process:			
a			
y			
C t			24
Probability of Queue free St.		1.00	1.00
Step 4: LT from Minor St.		7	10
Part 1 - First Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 2 - Second Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt			
Movement Capacity			
Part 3 - Single Stage			
Conflicting Flows			1975
Potential Capacity			69
Pedestrian Impedance Factor		1.00	1.00
Maj. L, Min T Impedance factor		0.37	
Maj. L, Min T Adj. Imp Factor.		0.50	
Cap. Adj. factor due to Impeding mvmnt		0.40	0.69
Movement Capacity			47
Results for Two-stage process:			
a			
y			
C t			47

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)				16	0	135
Movement Capacity (vph)				47	24	657
Shared Lane Capacity (vph)					277	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep				47	24	657
Volume				16	0	135
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh					277	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LTR	
v (vph)	365						151	
C(m) (vph)	1163						277	
v/c	0.31						0.55	
95% queue length	1.37						3.41	
Control Delay	9.5						33.3	
LOS	A						D	
Approach Delay							33.3	
Approach LOS							D	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.69	1.00
v(il), Volume for stream 2 or 5	848	
v(i2), Volume for stream 3 or 6	0	
s(il), Saturation flow rate for stream 2 or 5	1700	
s(i2), Saturation flow rate for stream 3 or 6	1700	
P*(oj)	0.37	
d(M,LT), Delay for stream 1 or 4	9.5	
N, Number of major street through lanes	1	
d(rank,1) Delay for stream 2 or 5	6.0	

HCS+: Unsignalized Intersections Release 5.6

TWO-WAY STOP CONTROL SUMMARY

Analyst: Lynn Farrington
Agency/Co.: The Louis Berger Group
Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: MCC & High & Mallison
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2033 Post
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: MCC/High Street
Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	12	61	3	7	304	16
Peak-Hour Factor, PHF	0.50	0.79	0.25	0.25	0.89	0.69
Hourly Flow Rate, HFR	24	77	12	28	341	23
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	24	12	0	3	0	14
Peak Hour Factor, PHF	0.25	0.67	0.53	0.50	0.95	0.75
Hourly Flow Rate, HFR	96	17	0	6	0	18
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	24	28		113			24	
C(m) (vph)	1206	1519		424			599	
v/c	0.02	0.02		0.27			0.04	
95% queue length	0.06	0.06		1.08			0.13	
Control Delay	8.0	7.4		16.6			11.3	
LOS	A	A		C			B	
Approach Delay				16.6			11.3	
Approach LOS				C			B	

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst: Lynn Farrington
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Date Performed: 12/23/2013
Analysis Time Period: 4:15-5:15 PM
Intersection: MCC & High & Mallison
Jurisdiction: Town of Windham
Units: U. S. Customary
Analysis Year: 2033 Post
Project ID: Windham Correctional Facility
East/West Street: Mallison Falls Road
North/South Street: MCC/High Street
Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	12	61	3	7	304	16
Peak-Hour Factor, PHF	0.50	0.79	0.25	0.25	0.89	0.69
Peak-15 Minute Volume	6	19	3	7	85	6
Hourly Flow Rate, HFR	24	77	12	28	341	23
Percent Heavy Vehicles	0	--	--	0	--	--
Median Type/Storage	Undivided /					
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	24	12	0	3	0	14
Peak Hour Factor, PHF	0.25	0.67	0.53	0.50	0.95	0.75
Peak-15 Minute Volume	24	4	0	2	0	5
Hourly Flow Rate, HFR	96	17	0	6	0	18
Percent Heavy Vehicles	0	0	0	0	0	0
Percent Grade (%)		0			0	
Flared Approach: Exists?/Storage		No /			No /	
RT Channelized?						
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0

Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	77	341
Shared ln volume, major rt vehicles:	12	23
Sat flow rate, major th vehicles:	1700	1700
Sat flow rate, major rt vehicles:	1700	1700
Number of major street through lanes:	1	1

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
t(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(hv)	0	0	0	0	0	0	0	0
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Percent Grade			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20	2.20	3.50	4.00	3.30	3.50	4.00	3.30
t(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
P(HV)	0	0	0	0	0	0	0	0
t(f)	2.2	2.2	3.5	4.0	3.3	3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				

Total Saturation Flow Rate, s (vph)	
Arrival Type	
Effective Green, g (sec)	
Cycle Length, C (sec)	
Rp (from Exhibit 16-11)	
Proportion vehicles arriving on green P	
g(q1)	
g(q2)	
g(q)	

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process								
Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
V c,x	364	89	549	551	83	548	545	352
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process				
	7	8	10	11

	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s	1500		1500		1500		1500	
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	83	352
Potential Capacity	982	696
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	982	696
Probability of Queue free St.	1.00	0.97
Step 2: LT from Major St.	**4**	**1**
Conflicting Flows	89	364
Potential Capacity	1519	1206
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1519	1206
Probability of Queue free St.	0.98	0.98
Maj L-Shared Prob Q free St.	0.98	0.98
Step 3: TH from Minor St.	**8**	**11**
Conflicting Flows	551	545
Potential Capacity	445	449
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.96	0.96
Movement Capacity	425	429
Probability of Queue free St.	0.96	1.00
Step 4: LT from Minor St.	**7**	**10**
Conflicting Flows	549	548
Potential Capacity	450	450
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.96	0.92
Maj. L, Min T Adj. Imp Factor.	0.97	0.94
Cap. Adj. factor due to Impeding mvmnt	0.94	0.94
Movement Capacity	424	422

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		

Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	551	545
Potential Capacity	445	449
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.96	0.96
Movement Capacity	425	429
Result for 2 stage process:		
a		
y		
C t	425	429
Probability of Queue free St.	0.96	1.00
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	549	548
Potential Capacity	450	450
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.96	0.92
Maj. L, Min T Adj. Imp Factor.	0.97	0.94
Cap. Adj. factor due to Impeding mvmnt	0.94	0.94
Movement Capacity	424	422
Results for Two-stage process:		
a		
y		
C t	424	422

Worksheet 8-Shared Lane Calculations

Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (vph)	96	17	0	6	0	18
Movement Capacity (vph)	424	425	982	422	429	696
Shared Lane Capacity (vph)		424			599	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	424	425	982	422	429	696
Volume	96	17	0	6	0	18
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		424			599	
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	LTR		LTR			LTR	
v (vph)	24	28		113			24	
C(m) (vph)	1206	1519		424			599	
v/c	0.02	0.02		0.27			0.04	
95% queue length	0.06	0.06		1.08			0.13	
Control Delay	8.0	7.4		16.6			11.3	
LOS	A	A		C			B	
Approach Delay				16.6			11.3	
Approach LOS				C			B	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.98	0.98
v(il), Volume for stream 2 or 5	77	341
v(i2), Volume for stream 3 or 6	12	23
s(il), Saturation flow rate for stream 2 or 5	1700	1700
s(i2), Saturation flow rate for stream 3 or 6	1700	1700
P*(oj)	0.98	0.98
d(M,LT), Delay for stream 1 or 4	8.0	7.4
N, Number of major street through lanes	1	1
d(rank,1) Delay for stream 2 or 5	0.2	0.2

Intersection	
Intersection Delay, s/veh	275.5
Intersection LOS	F

Approach	WB	NB	SB	SE
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	1242	590	459	355
Demand Flow Rate, veh/h	1248	599	484	370
Vehicles Circulating, veh/h	650	382	999	468
Vehicles Exiting, veh/h	331	456	899	1015
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	524.6	23.0	129.1	13.6
Approach LOS	F	C	F	B

Lane	Left	Left	Left	Left
Designated Moves	LR	LT	LTR	LR
Assumed Moves	LR	LT	LTR	LR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	1248	599	484	370
Cap Entry Lane, veh/h	590	771	416	708
Entry HV Adj Factor	0.995	0.986	0.949	0.959
Flow Entry, veh/h	1242	590	459	355
Cap Entry, veh/h	587	760	395	679
V/C Ratio	2.116	0.777	1.163	0.523
Control Delay, s/veh	524.6	23.0	129.1	13.6
LOS	F	C	F	B
95th %tile Queue, veh	87	8	18	3

Section 8. Conclusions

8.A. Conclusions

Louis Berger has completed a traffic impact study for the proposed Maine Correction Center facility expansion located on Mallison Falls Road in Windham, Maine and has come to the following conclusions:

1. The proposed expansion is expected to increase the building capacity from 654 beds to 1,531 beds.
2. The projected number of trips due to the expansion is calculated as 88 during the AM Peak hour and 44 during the PM Peak hour.
3. Per the "Chapter 305: Rules and Regulations Pertaining to Traffic Movement Permits," published by the MaineDOT Traffic Engineering Division, the expansion does not need to apply for a Traffic Movement Permit as it does not meet the minimum threshold of generating 100 or more passenger car equivalents during the peak hour.
4. The intersection of Gray & Mosher Road and the stretch of Mallison Falls Road from the intersection of High Street to the Gorham town line are high crash locations.
5. The intersection of Mallison Street eastbound at Mosher Road looking right does not meet current sight distance standards.
6. The intersection of Mallison Street westbound at Mosher Road looking left does not meet current sight distance standards.
7. Multiple legs of the roundabout intersection of Gray Road, Mosher Road and Newell Road are currently operating at a failing level of service during both peak hours and will continue to do so in the 2033 Post-development conditions.
8. The intersection of Mallison Street at Mosher Road is currently operating at a failing level of service during both peak hours and will continue to do so in the 2033 Post-development conditions.
9. The intersection of Mallison Falls Road at River Road is currently operating at a failing level of service during the AM Peak hour and will continue to do so in the 2033 Post-development conditions.
10. A northbound left turn pocket from River Road to Mallison Falls Road is warranted under existing 2013 PM peak hour conditions.

In an effort to mitigate the effects of the proposed development on the roadway network the MaineDOT has recommended that a northbound left turn pocket from River Road to Mallison Falls Road be considered as part of the expansion plans and cost. As previously noted, a Traffic Movement Permit is not required because the expansion does not meet the minimum threshold of 100 passenger car equivalents during its peak hour as determined by MaineDOT.

Attachment A

Raw Traffic Counts

Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 1

Groups Printed- Cars - Trucks

	High St From North			Mallison Falls Rd From East			Correctional Ctr Dwy From South			Mallison Falls Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	5	1	1	4	5	1	0	0	0	0	48	4	69
07:15 AM	6	4	3	10	9	1	1	0	1	0	43	5	83
07:30 AM	4	0	3	8	6	1	0	1	2	2	38	1	66
07:45 AM	5	1	3	7	13	2	0	0	1	0	39	1	72
Total	20	6	10	29	33	5	1	1	4	2	168	11	290
08:00 AM	1	2	0	6	10	0	0	0	0	0	23	1	43
08:15 AM	2	2	0	5	5	1	0	0	0	1	16	4	36
08:30 AM	5	1	2	6	7	0	0	0	1	0	16	1	39
08:45 AM	2	0	4	9	6	1	0	1	2	1	16	3	45
Total	10	5	6	26	28	2	0	1	3	2	71	9	163
Grand Total	30	11	16	55	61	7	1	2	7	4	239	20	453
Apprch %	52.6	19.3	28.1	44.7	49.6	5.7	10	20	70	1.5	90.9	7.6	
Total %	6.6	2.4	3.5	12.1	13.5	1.5	0.2	0.4	1.5	0.9	52.8	4.4	
Cars	30	11	15	55	61	6	1	2	7	4	238	20	450
% Cars	100	100	93.8	100	100	85.7	100	100	100	100	99.6	100	99.3
Trucks	0	0	1	0	0	1	0	0	0	0	1	0	3
% Trucks	0	0	6.2	0	0	14.3	0	0	0	0	0.4	0	0.7

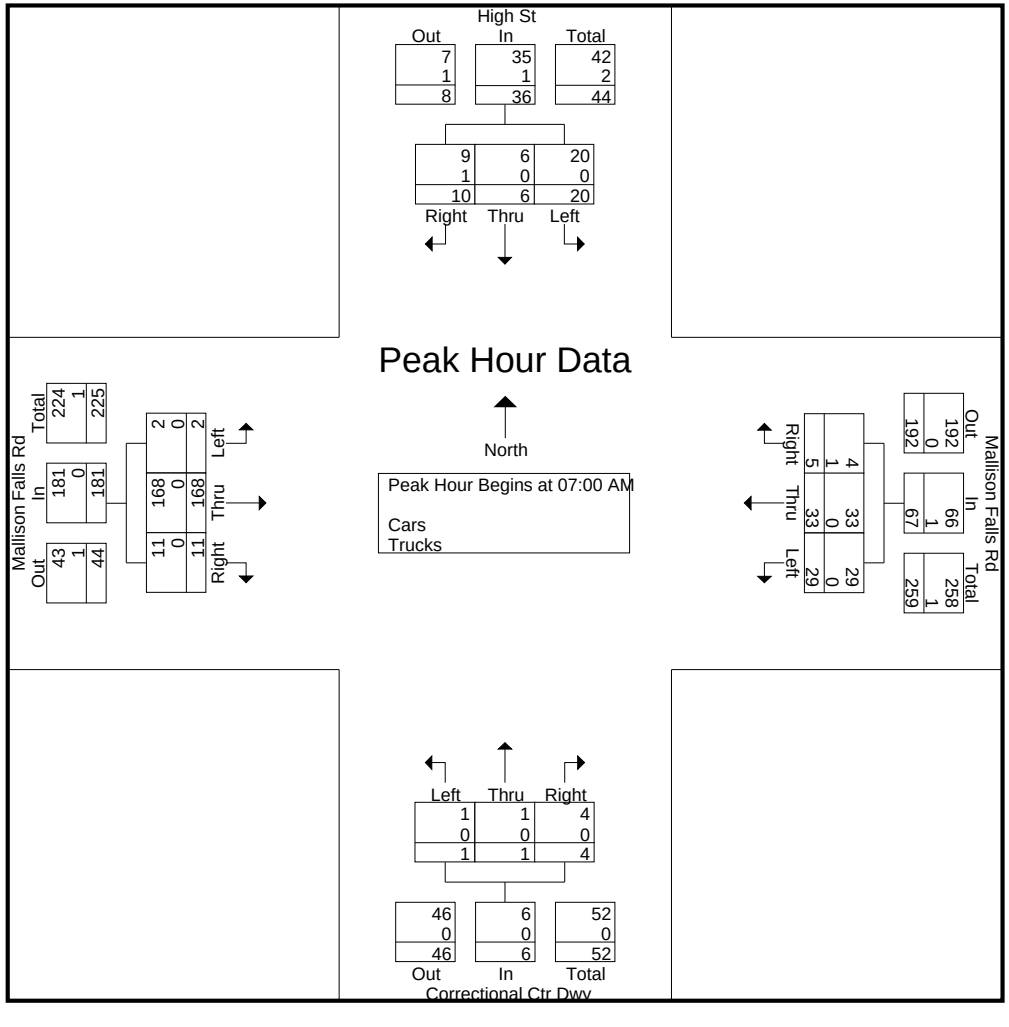
	High St From North				Mallison Falls Rd From East				Correctional Ctr Dwy From South				Mallison Falls Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	5	1	1	7	4	5	1	10	0	0	0	0	0	**48**	4	**52**	69
07:15 AM	**6**	**4**	**3**	**13**	**10**	9	1	20	**1**	0	1	2	0	43	**5**	48	**83**
07:30 AM	4	0	3	7	8	6	1	15	0	**1**	**2**	**3**	**2**	38	1	41	66
07:45 AM	5	1	3	9	7	**13**	**2**	**22**	0	0	1	1	0	39	1	40	72
Total Volume	20	6	10	36	29	33	5	67	1	1	4	6	2	168	11	181	290
% App. Total	55.6	16.7	27.8		43.3	49.3	7.5		16.7	16.7	66.7		1.1	92.8	6.1		
PHF	.833	.375	.833	.692	.725	.635	.625	.761	.250	.250	.500	.500	.250	.875	.550	.870	.873
Cars	20	6	9	35	29	33	4	66	1	1	4	6	2	168	11	181	288
% Cars	100	100	90.0	97.2	100	100	80.0	98.5	100	100	100	100	100	100	100	100	99.3
Trucks	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
% Trucks	0	0	10.0	2.8	0	0	20.0	1.5	0	0	0	0	0	0	0	0	0.7

Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 2



Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013

	High St From North				Mallison Falls Rd From East				Correctional Ctr Dwy From South				Mallison Falls Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:15 AM				07:00 AM				07:00 AM				
+0 mins.	5	1	1	7	**10**	9	1	20	0	0	0	0	0	**48**	4	**52**	
+15 mins.	**6**	**4**	**3**	**13**	8	6	1	15	**1**	0	1	2	0	43	**5**	48	
+30 mins.	4	0	3	7	7	**13**	**2**	**22**	0	**1**	**2**	**3**	**2**	38	1	41	
+45 mins.	5	1	3	9	6	10	0	16	0	0	1	1	0	39	1	40	
Total Volume	20	6	10	36	31	38	4	73	1	1	4	6	2	168	11	181	
% App. Total	55.6	16.7	27.8		42.5	52.1	5.5		16.7	16.7	66.7		1.1	92.8	6.1		
PHF	.833	.375	.833	.692	.775	.731	.500	.830	.250	.250	.500	.500	.250	.875	.550	.870	
Cars	20	6	9	35	31	38	3	72	1	1	4	6	2	168	11	181	
% Cars	100	100	90	97.2	100	100	75	98.6	100	100	100	100	100	100	100	100	
Trucks	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	
% Trucks	0	0	10	2.8	0	0	25	1.4	0	0	0	0	0	0	0	0	

Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
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Weather : Clear

File Name : 16320001
Site Code : 16320001
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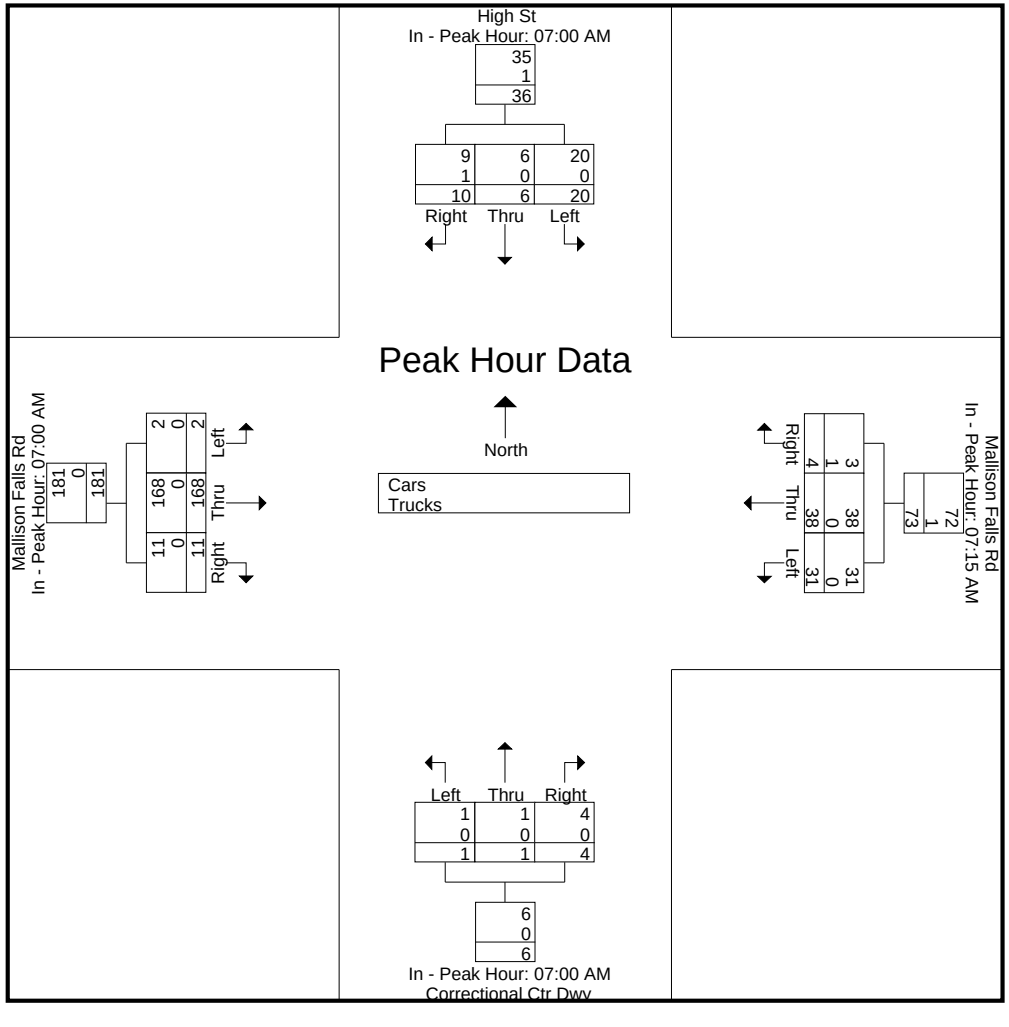
Page No : 4



Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 1

Groups Printed- Cars

	High St From North			Mallison Falls Rd From East			Correctional Ctr Dwy From South			Mallison Falls Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	5	1	0	4	5	1	0	0	0	0	48	4	68
07:15 AM	6	4	3	10	9	0	1	0	1	0	43	5	82
07:30 AM	4	0	3	8	6	1	0	1	2	2	38	1	66
07:45 AM	5	1	3	7	13	2	0	0	1	0	39	1	72
Total	20	6	9	29	33	4	1	1	4	2	168	11	288
08:00 AM	1	2	0	6	10	0	0	0	0	0	23	1	43
08:15 AM	2	2	0	5	5	1	0	0	0	1	16	4	36
08:30 AM	5	1	2	6	7	0	0	0	1	0	15	1	38
08:45 AM	2	0	4	9	6	1	0	1	2	1	16	3	45
Total	10	5	6	26	28	2	0	1	3	2	70	9	162
Grand Total	30	11	15	55	61	6	1	2	7	4	238	20	450
Apprch %	53.6	19.6	26.8	45.1	50	4.9	10	20	70	1.5	90.8	7.6	
Total %	6.7	2.4	3.3	12.2	13.6	1.3	0.2	0.4	1.6	0.9	52.9	4.4	

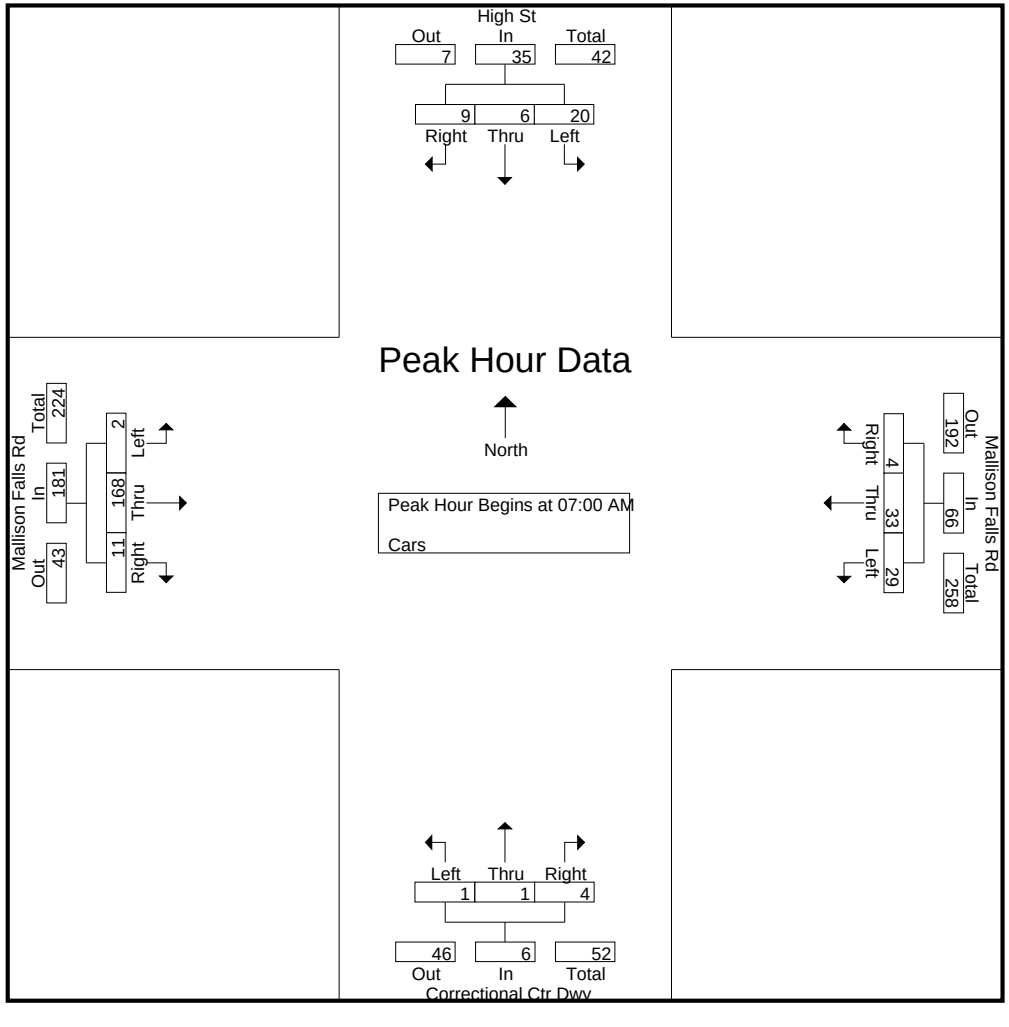
	High St From North				Mallison Falls Rd From East				Correctional Ctr Dwy From South				Mallison Falls Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	5	1	0	6	4	5	1	10	0	0	0	0	0	**48**	4	**52**	68
07:15 AM	**6**	**4**	**3**	**13**	**10**	9	0	19	**1**	0	1	2	0	43	**5**	48	**82**
07:30 AM	4	0	3	7	8	6	1	15	0	**1**	**2**	**3**	**2**	38	1	41	66
07:45 AM	5	1	3	9	7	**13**	**2**	**22**	0	0	1	1	0	39	1	40	72
Total Volume	20	6	9	35	29	33	4	66	1	1	4	6	2	168	11	181	288
% App. Total	57.1	17.1	25.7		43.9	50	6.1		16.7	16.7	66.7		1.1	92.8	6.1		
PHF	.833	.375	.750	.673	.725	.635	.500	.750	.250	.250	.500	.500	.250	.875	.550	.870	.878

Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 2



Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 3

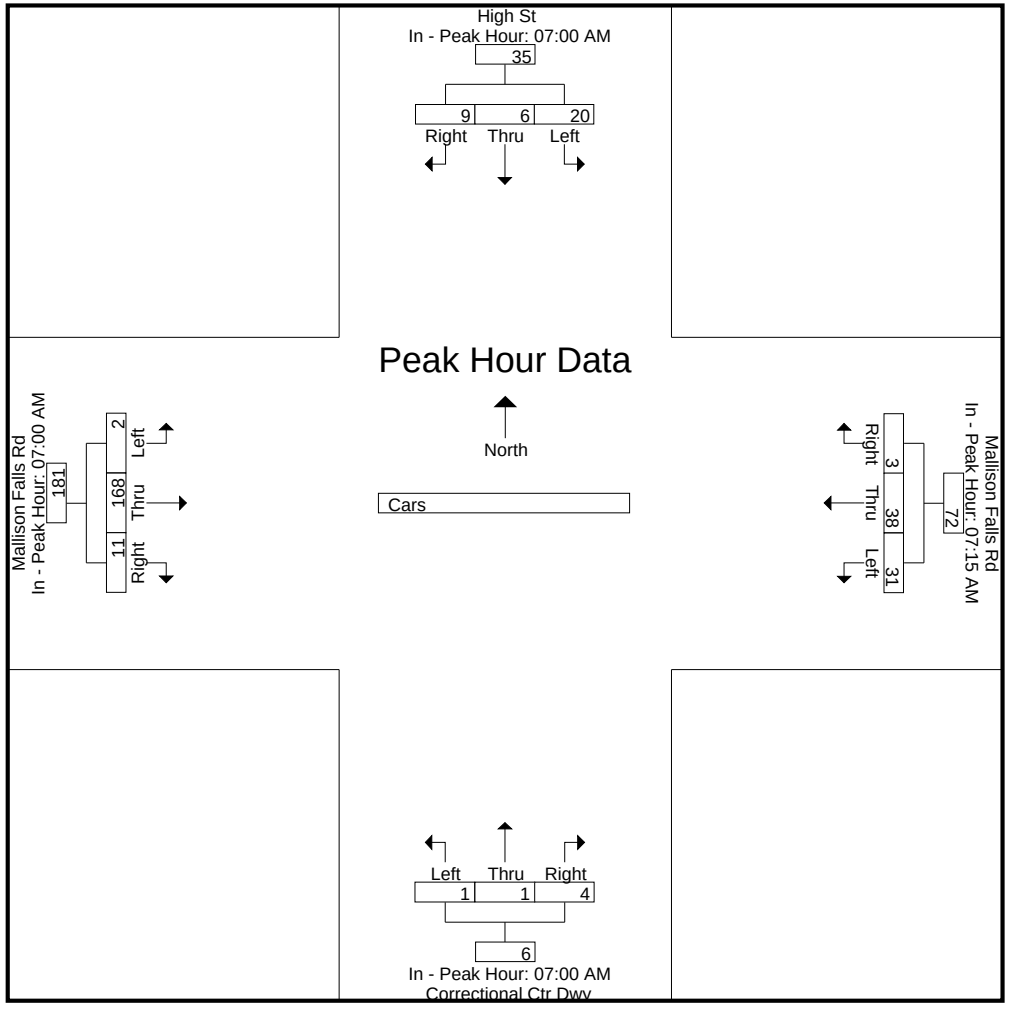
	High St From North				Mallison Falls Rd From East				Correctional Ctr Dwy From South				Mallison Falls Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:15 AM				07:00 AM				07:00 AM				
+0 mins.	5	1	0	6	**10**	9	0	19	0	0	0	0	0	**48**	4	**52**	
+15 mins.	**6**	**4**	**3**	**13**	8	6	1	15	**1**	0	1	2	0	43	**5**	48	
+30 mins.	4	0	3	7	7	**13**	**2**	**22**	0	**1**	**2**	**3**	**2**	38	1	41	
+45 mins.	5	1	3	9	6	10	0	16	0	0	1	1	0	39	1	40	
Total Volume	20	6	9	35	31	38	3	72	1	1	4	6	2	168	11	181	
% App. Total	57.1	17.1	25.7		43.1	52.8	4.2		16.7	16.7	66.7		1.1	92.8	6.1		
PHF	.833	.375	.750	.673	.775	.731	.375	.818	.250	.250	.500	.500	.250	.875	.550	.870	

Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 4



Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 1

Groups Printed- Trucks

	High St From North			Mallison Falls Rd From East			Correctional Ctr Dwy From South			Mallison Falls Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	0	1	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	1
Grand Total	0	0	1	0	0	1	0	0	0	0	1	0	3
Apprch %	0	0	100	0	0	100	0	0	0	0	100	0	
Total %	0	0	33.3	0	0	33.3	0	0	0	0	33.3	0	

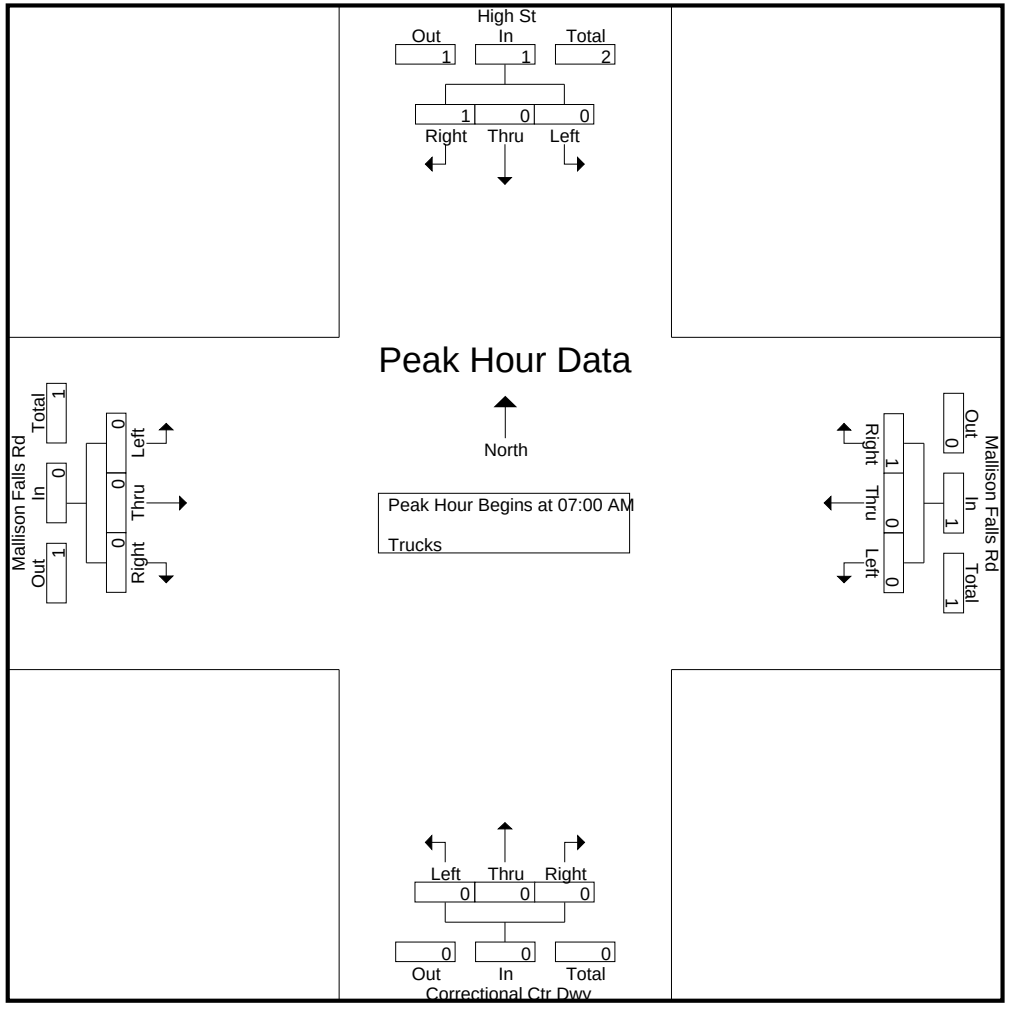
	High St From North				Mallison Falls Rd From East				Correctional Ctr Dwy From South				Mallison Falls Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	2
% App. Total	0	0	100		0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.500

Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 2



Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 3

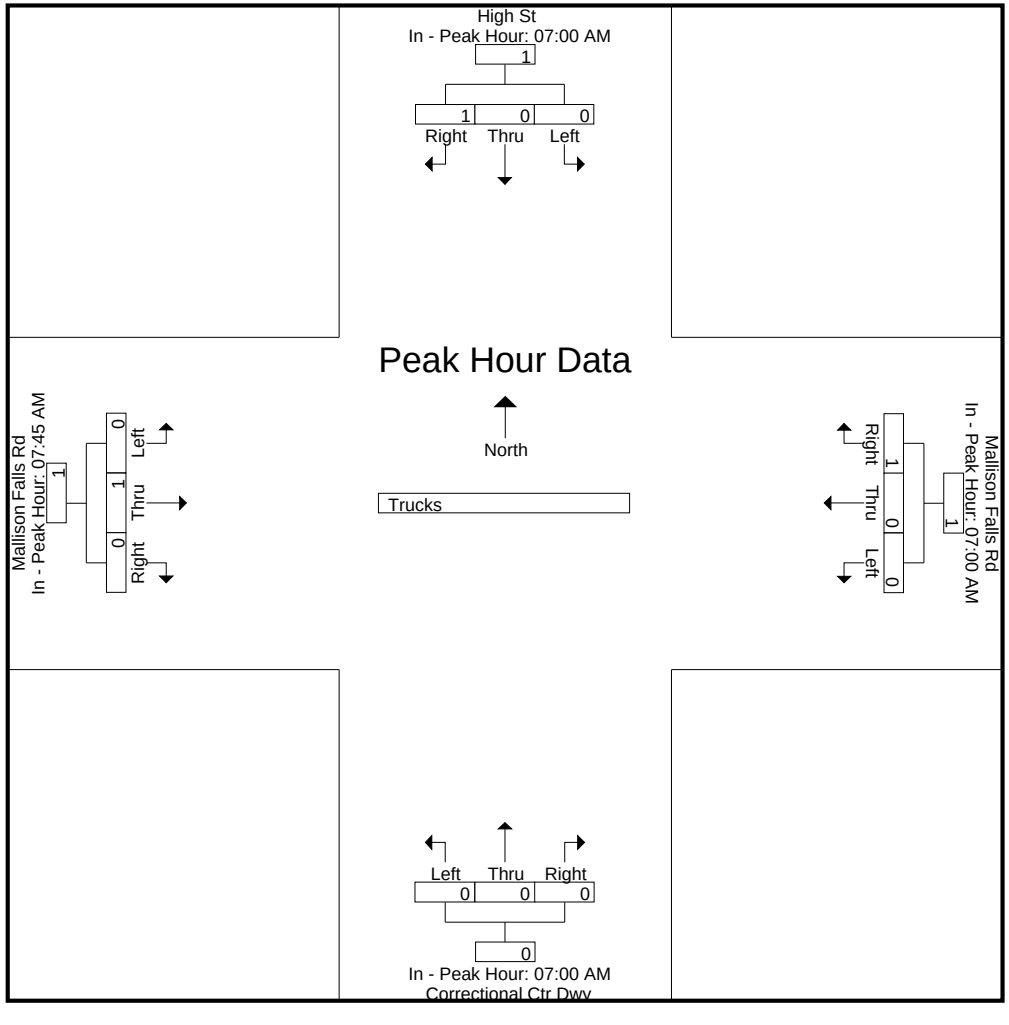
	High St From North				Mallison Falls Rd From East				Correctional Ctr Dwy From South				Mallison Falls Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:00 AM				07:00 AM				07:45 AM				
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**1**	
Total Volume	0	0	1	1	0	0	1	1	0	0	0	0	0	1	0	1	
% App. Total	0	0	100		0	0	100		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	

Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 4



Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 1

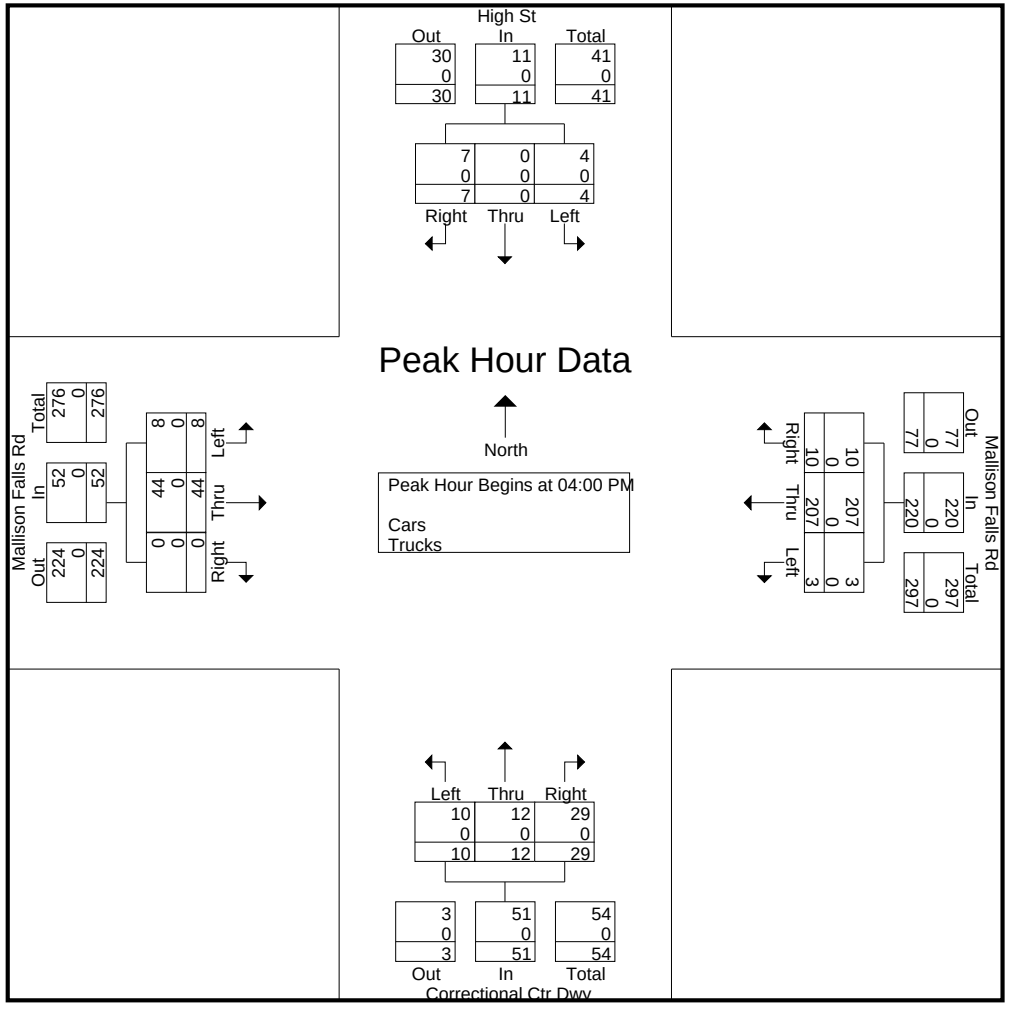
Groups Printed- Cars - Trucks

	High St From North			Mallison Falls Rd From East			Correctional Ctr Dwy From South			Mallison Falls Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
03:00 PM	2	0	4	3	17	2	1	1	7	1	6	2	46
03:15 PM	2	0	1	0	18	4	0	1	1	0	16	0	43
03:30 PM	2	1	1	1	28	3	0	1	8	2	15	1	63
03:45 PM	3	0	0	3	39	4	2	0	2	4	7	1	65
Total	9	1	6	7	102	13	3	3	18	7	44	4	217
04:00 PM	2	0	0	0	53	3	4	5	14	2	13	0	96
04:15 PM	1	0	1	3	55	3	6	1	5	0	9	0	84
04:30 PM	0	0	3	0	49	0	0	3	8	2	10	0	75
04:45 PM	1	0	3	0	50	4	0	3	2	4	12	0	79
Total	4	0	7	3	207	10	10	12	29	8	44	0	334
05:00 PM	0	0	2	0	42	4	0	1	2	2	7	1	61
05:15 PM	0	0	2	2	41	7	1	2	1	4	13	0	73
05:30 PM	4	2	3	4	52	2	4	2	4	4	4	3	88
05:45 PM	1	2	0	7	33	1	2	2	5	2	9	7	71
Total	5	4	7	13	168	14	7	7	12	12	33	11	293
Grand Total	18	5	20	23	477	37	20	22	59	27	121	15	844
Apprch %	41.9	11.6	46.5	4.3	88.8	6.9	19.8	21.8	58.4	16.6	74.2	9.2	
Total %	2.1	0.6	2.4	2.7	56.5	4.4	2.4	2.6	7	3.2	14.3	1.8	
Cars	18	5	20	23	475	37	20	22	59	27	121	15	842
% Cars	100	100	100	100	99.6	100	100	100	100	100	100	100	99.8
Trucks	0	0	0	0	2	0	0	0	0	0	0	0	2
% Trucks	0	0	0	0	0.4	0	0	0	0	0	0	0	0.2

	High St From North				Mallison Falls Rd From East				Correctional Ctr Dwy From South				Mallison Falls Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	0	0	2	0	53	3	56	4	**5**	**14**	**23**	2	**13**	0	15	**96**
04:15 PM	1	0	1	2	**3**	**55**	3	**61**	**6**	1	5	12	0	9	0	9	84
04:30 PM	0	0	**3**	3	0	49	0	49	0	3	8	11	2	10	0	12	75
04:45 PM	1	0	3	**4**	0	50	**4**	54	0	3	2	5	**4**	12	0	**16**	79
Total Volume	4	0	7	11	3	207	10	220	10	12	29	51	8	44	0	52	334
% App. Total	36.4	0	63.6		1.4	94.1	4.5		19.6	23.5	56.9		15.4	84.6	0		
PHF	.500	.000	.583	.688	.250	.941	.625	.902	.417	.600	.518	.554	.500	.846	.000	.813	.870
Cars	4	0	7	11	3	207	10	220	10	12	29	51	8	44	0	52	334
% Cars	100	0	100	100	100	100	100	100	100	100	100	100	100	100	0	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

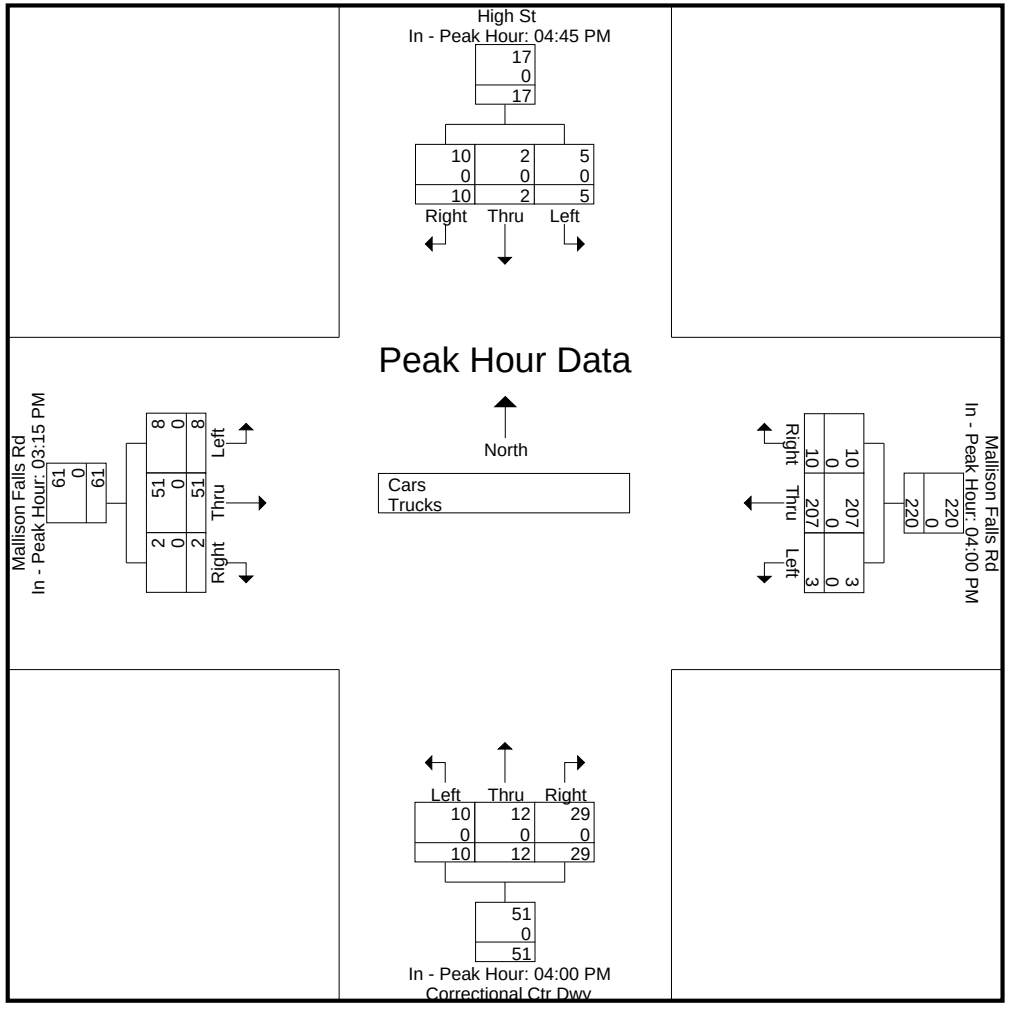
	04:45 PM				04:00 PM				04:00 PM				03:15 PM			
+0 mins.	1	0	**3**	4	0	53	3	56	4	**5**	**14**	**23**	0	**16**	0	16
+15 mins.	0	0	2	2	**3**	**55**	3	**61**	**6**	1	5	12	2	15	**1**	**18**
+30 mins.	0	0	2	2	0	49	0	49	0	3	8	11	**4**	7	1	12
+45 mins.	**4**	**2**	3	**9**	0	50	**4**	54	0	3	2	5	2	13	0	15
Total Volume	5	2	10	17	3	207	10	220	10	12	29	51	8	51	2	61
% App. Total	29.4	11.8	58.8		1.4	94.1	4.5		19.6	23.5	56.9		13.1	83.6	3.3	
PHF	.313	.250	.833	.472	.250	.941	.625	.902	.417	.600	.518	.554	.500	.797	.500	.847
Cars	5	2	10	17	3	207	10	220	10	12	29	51	8	51	2	61
% Cars	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 3



Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 1

Groups Printed- Cars

	High St From North			Mallison Falls Rd From East			Correctional Ctr Dwy From South			Mallison Falls Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
03:00 PM	2	0	4	3	17	2	1	1	7	1	6	2	46
03:15 PM	2	0	1	0	18	4	0	1	1	0	16	0	43
03:30 PM	2	1	1	1	28	3	0	1	8	2	15	1	63
03:45 PM	3	0	0	3	38	4	2	0	2	4	7	1	64
Total	9	1	6	7	101	13	3	3	18	7	44	4	216
04:00 PM	2	0	0	0	53	3	4	5	14	2	13	0	96
04:15 PM	1	0	1	3	55	3	6	1	5	0	9	0	84
04:30 PM	0	0	3	0	49	0	0	3	8	2	10	0	75
04:45 PM	1	0	3	0	50	4	0	3	2	4	12	0	79
Total	4	0	7	3	207	10	10	12	29	8	44	0	334
05:00 PM	0	0	2	0	42	4	0	1	2	2	7	1	61
05:15 PM	0	0	2	2	40	7	1	2	1	4	13	0	72
05:30 PM	4	2	3	4	52	2	4	2	4	4	4	3	88
05:45 PM	1	2	0	7	33	1	2	2	5	2	9	7	71
Total	5	4	7	13	167	14	7	7	12	12	33	11	292
Grand Total	18	5	20	23	475	37	20	22	59	27	121	15	842
Apprch %	41.9	11.6	46.5	4.3	88.8	6.9	19.8	21.8	58.4	16.6	74.2	9.2	
Total %	2.1	0.6	2.4	2.7	56.4	4.4	2.4	2.6	7	3.2	14.4	1.8	

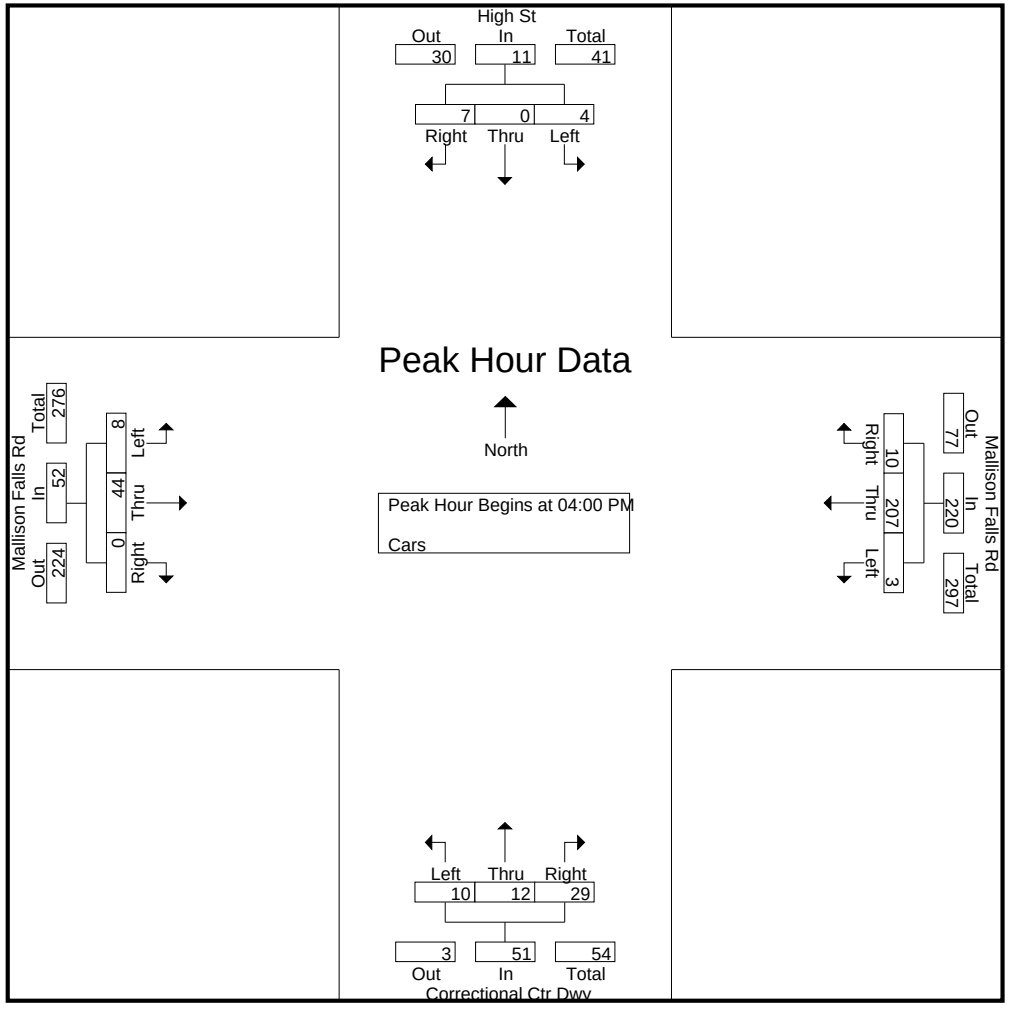
	High St From North				Mallison Falls Rd From East				Correctional Ctr Dwy From South				Mallison Falls Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**2**	0	0	2	0	53	3	56	4	**5**	**14**	**23**	2	**13**	0	15	**96**
04:15 PM	1	0	1	2	**3**	**55**	3	**61**	**6**	1	5	12	0	9	0	9	84
04:30 PM	0	0	**3**	3	0	49	0	49	0	3	8	11	2	10	0	12	75
04:45 PM	1	0	3	**4**	0	50	**4**	54	0	3	2	5	**4**	12	0	**16**	79
Total Volume	4	0	7	11	3	207	10	220	10	12	29	51	8	44	0	52	334
% App. Total	36.4	0	63.6		1.4	94.1	4.5		19.6	23.5	56.9		15.4	84.6	0		
PHF	.500	.000	.583	.688	.250	.941	.625	.902	.417	.600	.518	.554	.500	.846	.000	.813	.870

Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 2



Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 3

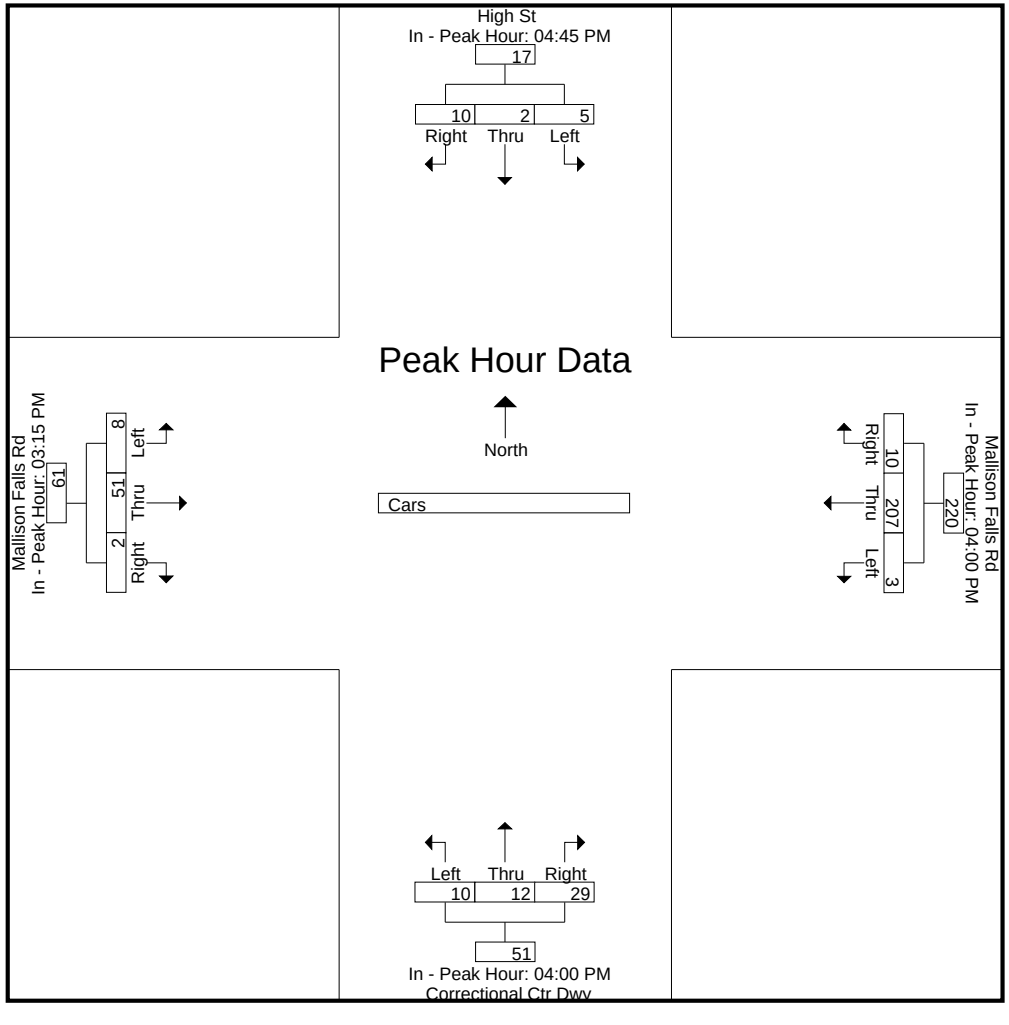
	High St From North				Mallison Falls Rd From East				Correctional Ctr Dwy From South				Mallison Falls Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:00 PM				04:00 PM				03:15 PM				
+0 mins.	1	0	**3**	4	0	53	3	56	4	**5**	**14**	**23**	0	**16**	0	16	
+15 mins.	0	0	2	2	**3**	**55**	3	**61**	**6**	1	5	12	2	15	**1**	**18**	
+30 mins.	0	0	2	2	0	49	0	49	0	3	8	11	**4**	7	1	12	
+45 mins.	**4**	**2**	3	**9**	0	50	**4**	54	0	3	2	5	2	13	0	15	
Total Volume	5	2	10	17	3	207	10	220	10	12	29	51	8	51	2	61	
% App. Total	29.4	11.8	58.8		1.4	94.1	4.5		19.6	23.5	56.9		13.1	83.6	3.3		
PHF	.313	.250	.833	.472	.250	.941	.625	.902	.417	.600	.518	.554	.500	.797	.500	.847	

Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 4



Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 1

Groups Printed- Trucks

	High St From North			Mallison Falls Rd From East			Correctional Ctr Dwy From South			Mallison Falls Rd From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	2	0	0	0	0	0	0	0	2
Apprch %	0	0	0	0	100	0	0	0	0	0	0	0	
Total %	0	0	0	0	100	0	0	0	0	0	0	0	

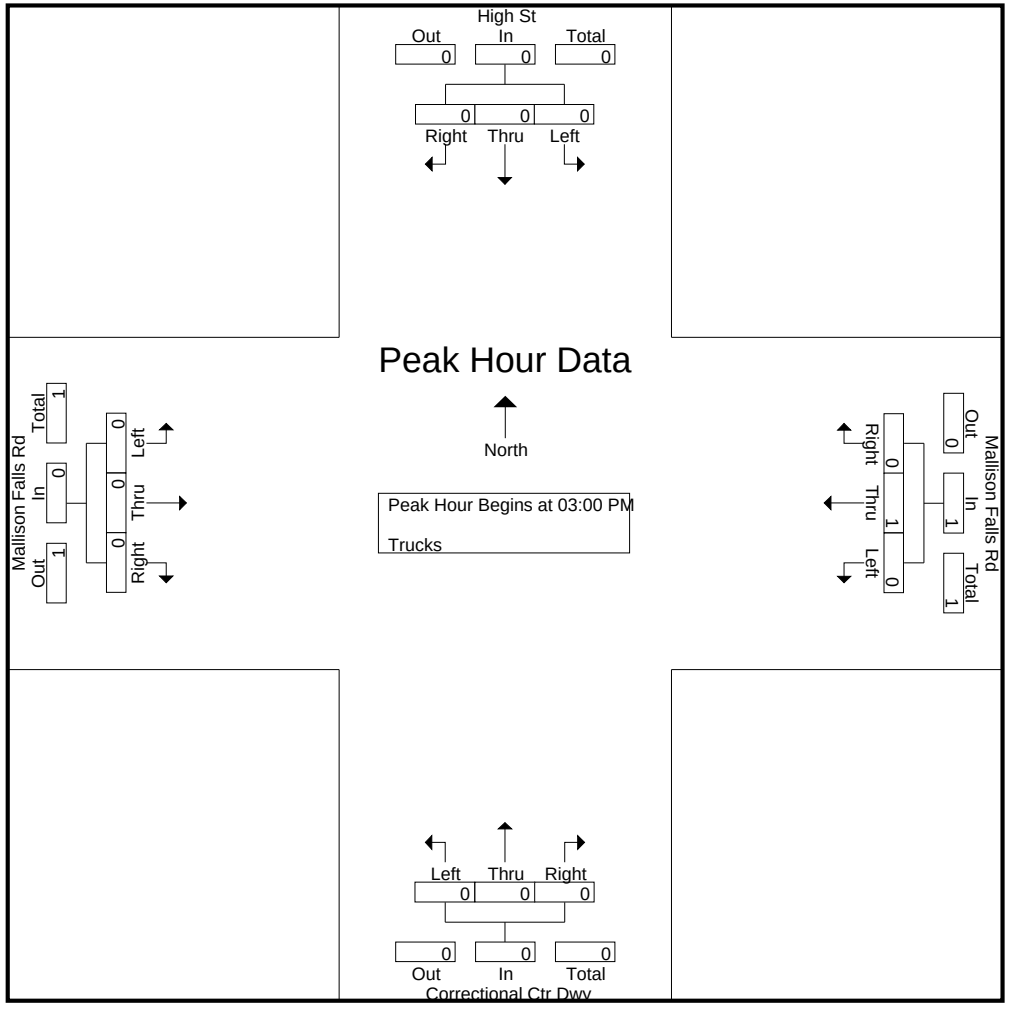
	High St From North				Mallison Falls Rd From East				Correctional Ctr Dwy From South				Mallison Falls Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 2



Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 3

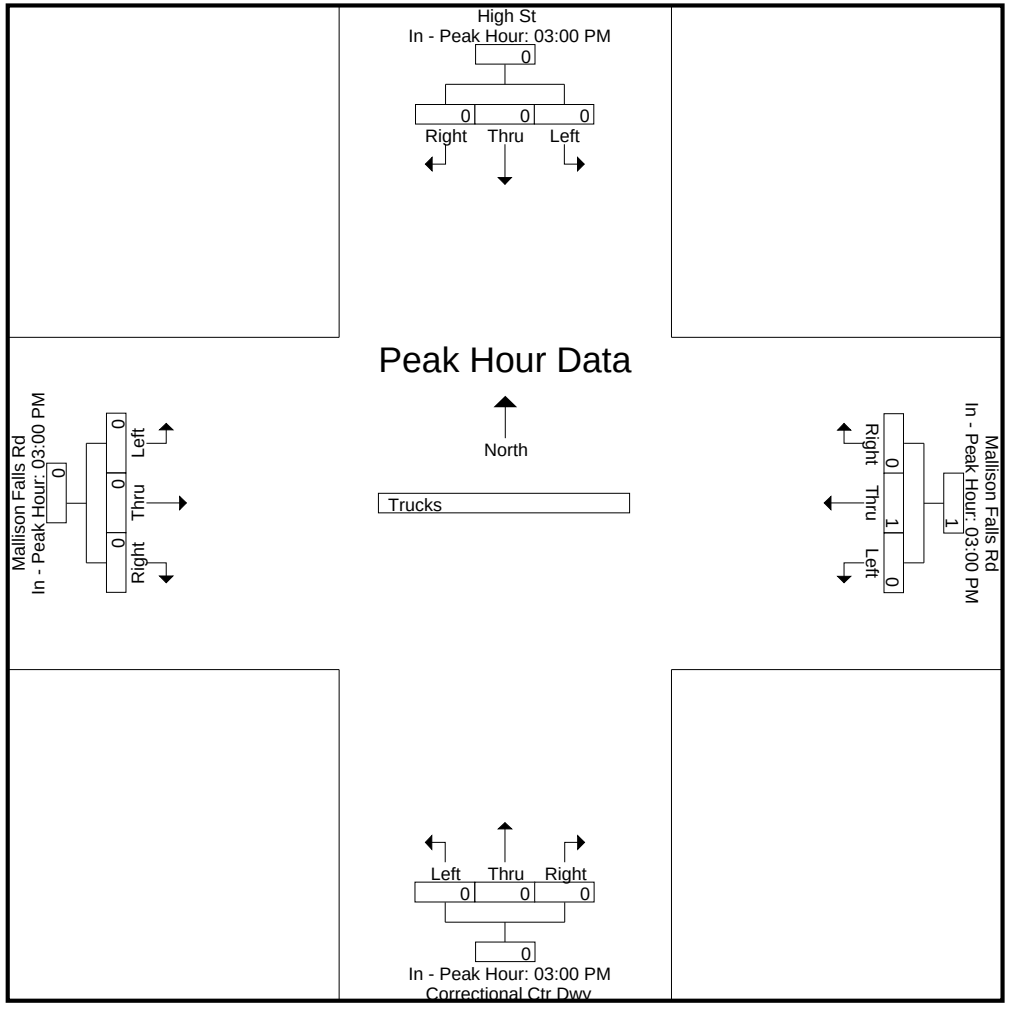
	High St From North				Mallison Falls Rd From East				Correctional Ctr Dwy From South				Mallison Falls Rd From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	

Accurate Counts

978-664-2565

N/S Street : High St / Correctional Ctr
E/W Street: Mallison Falls Rd
City/State : Windham, ME
Weather : Clear

File Name : 16320001
Site Code : 16320001
Start Date : 12/12/2013
Page No : 4



Accurate Counts
978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
Page No : 1

Groups Printed- Cars - Trucks

	River Rd From North		River Rd From South		Mallison Falls Rd From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	148	5	9	29	1	50	242
07:15 AM	119	5	12	31	0	46	213
07:30 AM	156	5	12	31	1	44	249
07:45 AM	107	4	20	35	0	42	208
Total	530	19	53	126	2	182	912
08:00 AM	91	4	8	28	0	22	153
08:15 AM	99	1	8	26	0	19	153
08:30 AM	85	4	12	27	2	20	150
08:45 AM	52	2	10	30	1	15	110
Total	327	11	38	111	3	76	566
Grand Total	857	30	91	237	5	258	1478
Apprch %	96.6	3.4	27.7	72.3	1.9	98.1	
Total %	58	2	6.2	16	0.3	17.5	
Cars	850	30	88	229	4	257	1458
% Cars	99.2	100	96.7	96.6	80	99.6	98.6
Trucks	7	0	3	8	1	1	20
% Trucks	0.8	0	3.3	3.4	20	0.4	1.4

	River Rd From North			River Rd From South			Mallison Falls Rd From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	148	**5**	153	9	29	38	**1**	**50**	**51**	242
07:15 AM	119	5	124	12	31	43	0	46	46	213
07:30 AM	**156**	5	**161**	12	31	43	1	44	45	**249**
07:45 AM	107	4	111	**20**	**35**	**55**	0	42	42	208
Total Volume	530	19	549	53	126	179	2	182	184	912
% App. Total	96.5	3.5		29.6	70.4		1.1	98.9		
PHF	.849	.950	.852	.663	.900	.814	.500	.910	.902	.916
Cars	524	19	543	50	123	173	2	181	183	899
% Cars	98.9	100	98.9	94.3	97.6	96.6	100	99.5	99.5	98.6
Trucks	6	0	6	3	3	6	0	1	1	13
% Trucks	1.1	0	1.1	5.7	2.4	3.4	0	0.5	0.5	1.4

Accurate Counts
978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
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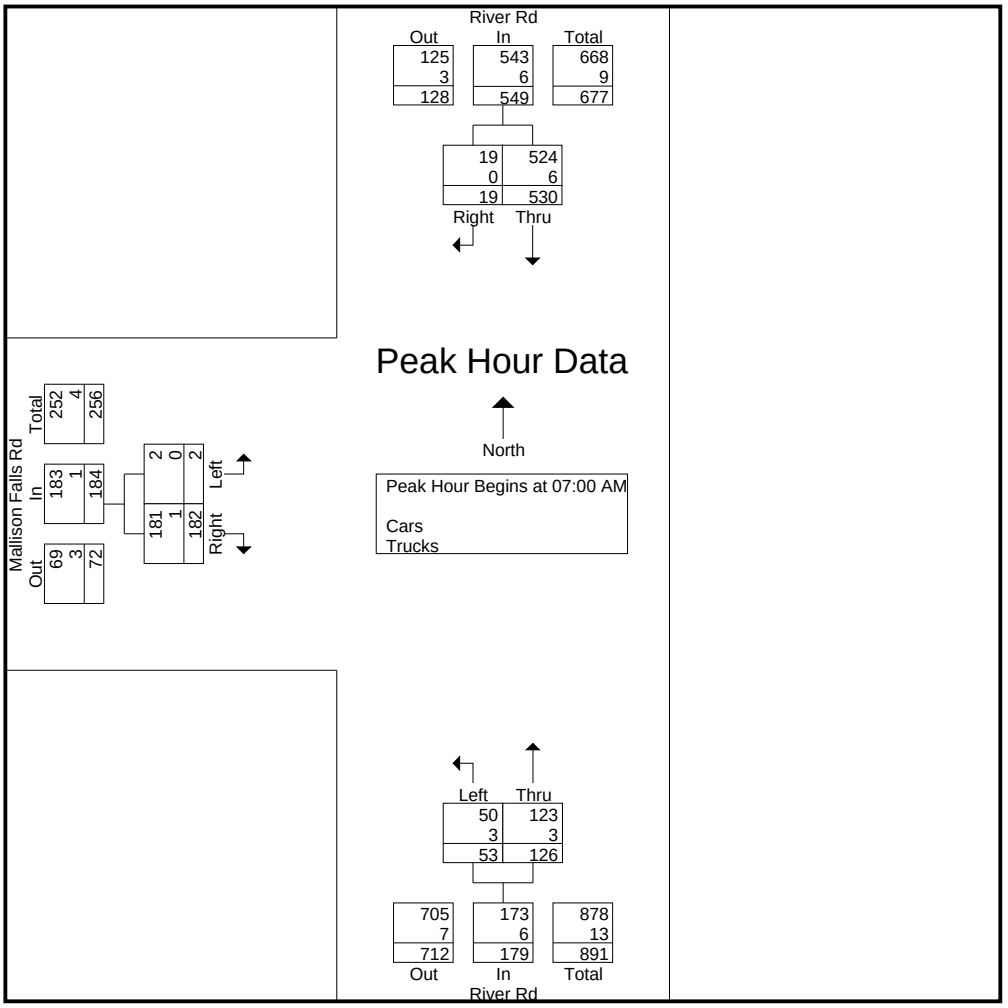

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	148	**5**	153	9	29	38	**1**	**50**	**51**
+15 mins.	119	5	124	12	31	43	0	46	46
+30 mins.	**156**	5	**161**	12	31	43	1	44	45
+45 mins.	107	4	111	**20**	**35**	**55**	0	42	42
Total Volume	530	19	549	53	126	179	2	182	184
% App. Total	96.5	3.5		29.6	70.4		1.1	98.9	
PHF	.849	.950	.852	.663	.900	.814	.500	.910	.902
Cars	524	19	543	50	123	173	2	181	183
% Cars	98.9	100	98.9	94.3	97.6	96.6	100	99.5	99.5
Trucks	6	0	6	3	3	6	0	1	1
% Trucks	1.1	0	1.1	5.7	2.4	3.4	0	0.5	0.5

Accurate Counts
978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
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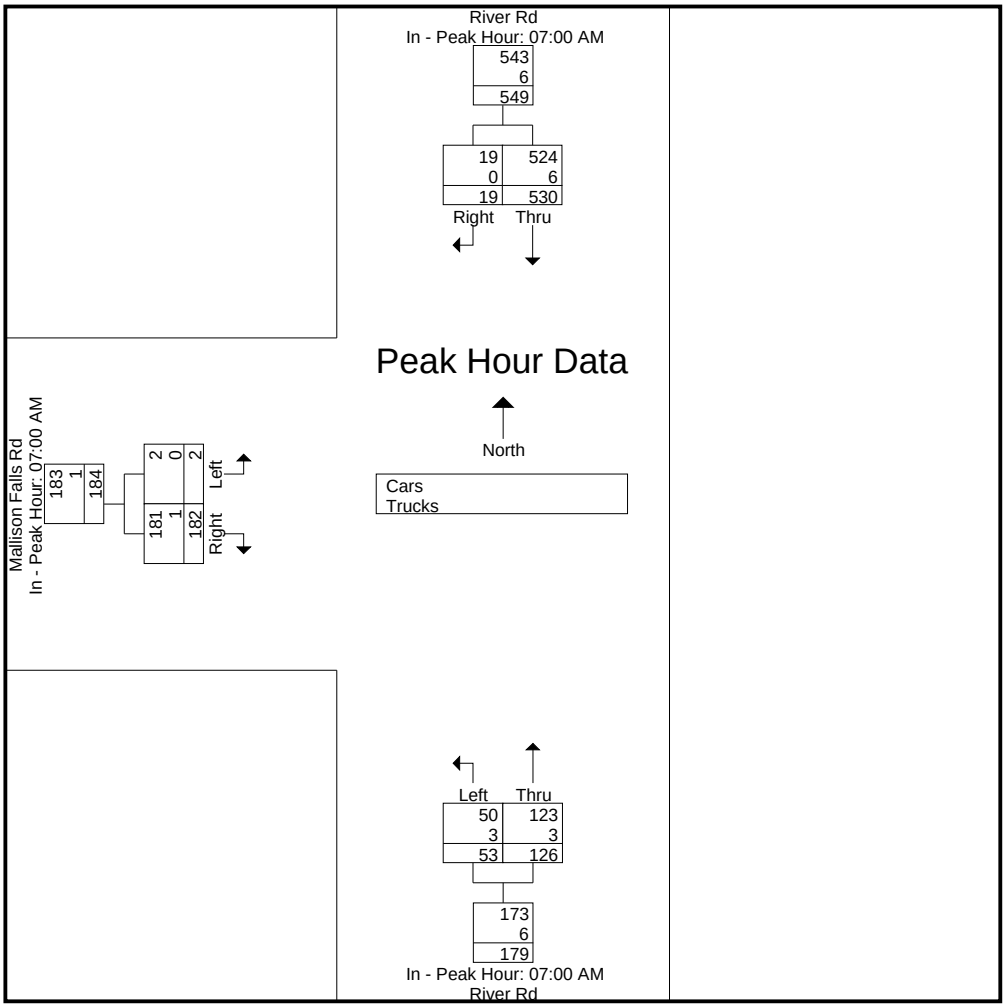

Accurate Counts

978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
Page No : 1

Groups Printed- Cars

	River Rd From North		River Rd From South		Mallison Falls Rd From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	148	5	8	29	1	50	241
07:15 AM	119	5	11	30	0	46	211
07:30 AM	154	5	12	30	1	43	245
07:45 AM	103	4	19	34	0	42	202
Total	524	19	50	123	2	181	899
08:00 AM	91	4	8	27	0	22	152
08:15 AM	99	1	8	26	0	19	153
08:30 AM	84	4	12	25	1	20	146
08:45 AM	52	2	10	28	1	15	108
Total	326	11	38	106	2	76	559
Grand Total	850	30	88	229	4	257	1458
Apprch %	96.6	3.4	27.8	72.2	1.5	98.5	
Total %	58.3	2.1	6	15.7	0.3	17.6	

	River Rd From North			River Rd From South			Mallison Falls Rd From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	148	**5**	153	8	29	37	**1**	**50**	**51**	241
07:15 AM	119	5	124	11	30	41	0	46	46	211
07:30 AM	**154**	5	**159**	12	30	42	1	43	44	**245**
07:45 AM	103	4	107	**19**	**34**	**53**	0	42	42	202
Total Volume	524	19	543	50	123	173	2	181	183	899
% App. Total	96.5	3.5		28.9	71.1		1.1	98.9		
PHF	.851	.950	.854	.658	.904	.816	.500	.905	.897	.917

Accurate Counts
978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
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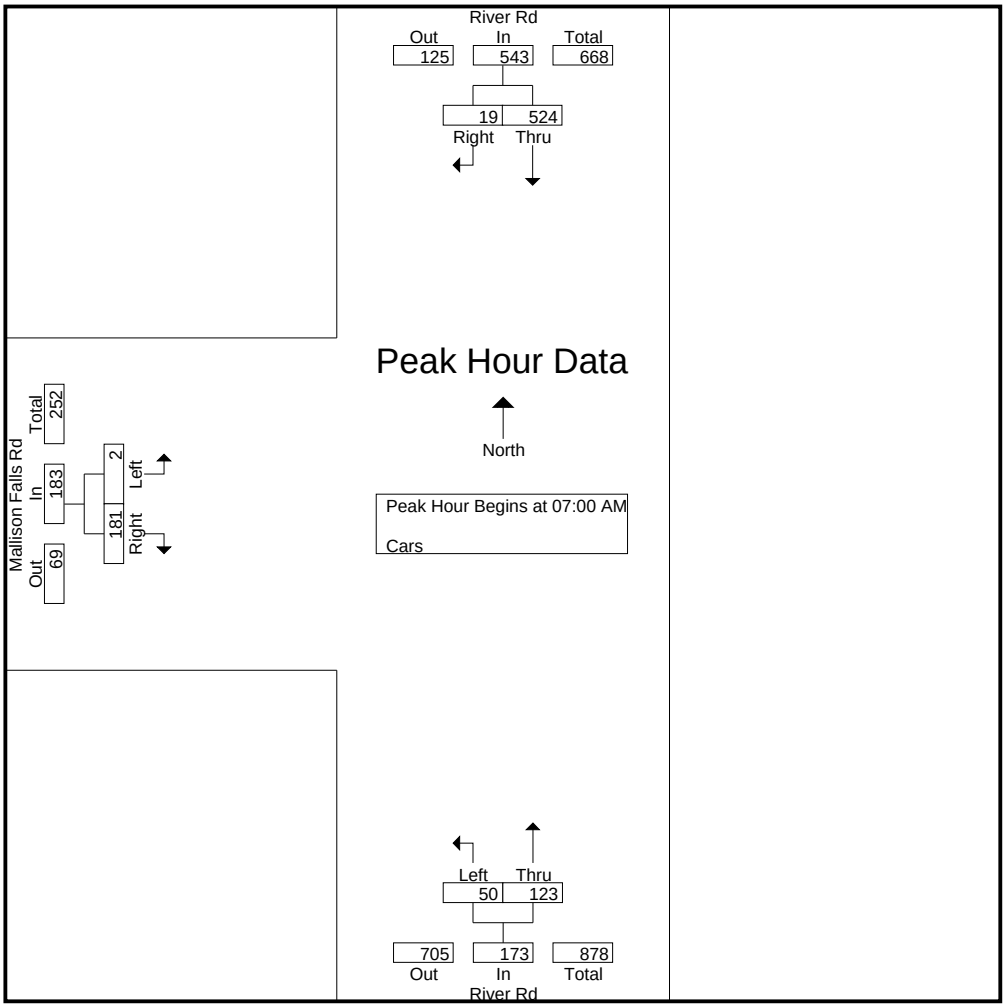

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	148	**5**	153	8	29	37	**1**	**50**	**51**
+15 mins.	119	5	124	11	30	41	0	46	46
+30 mins.	**154**	5	**159**	12	30	42	1	43	44
+45 mins.	103	4	107	**19**	**34**	**53**	0	42	42
Total Volume	524	19	543	50	123	173	2	181	183
% App. Total	96.5	3.5		28.9	71.1		1.1	98.9	
PHF	.851	.950	.854	.658	.904	.816	.500	.905	.897

Accurate Counts
978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
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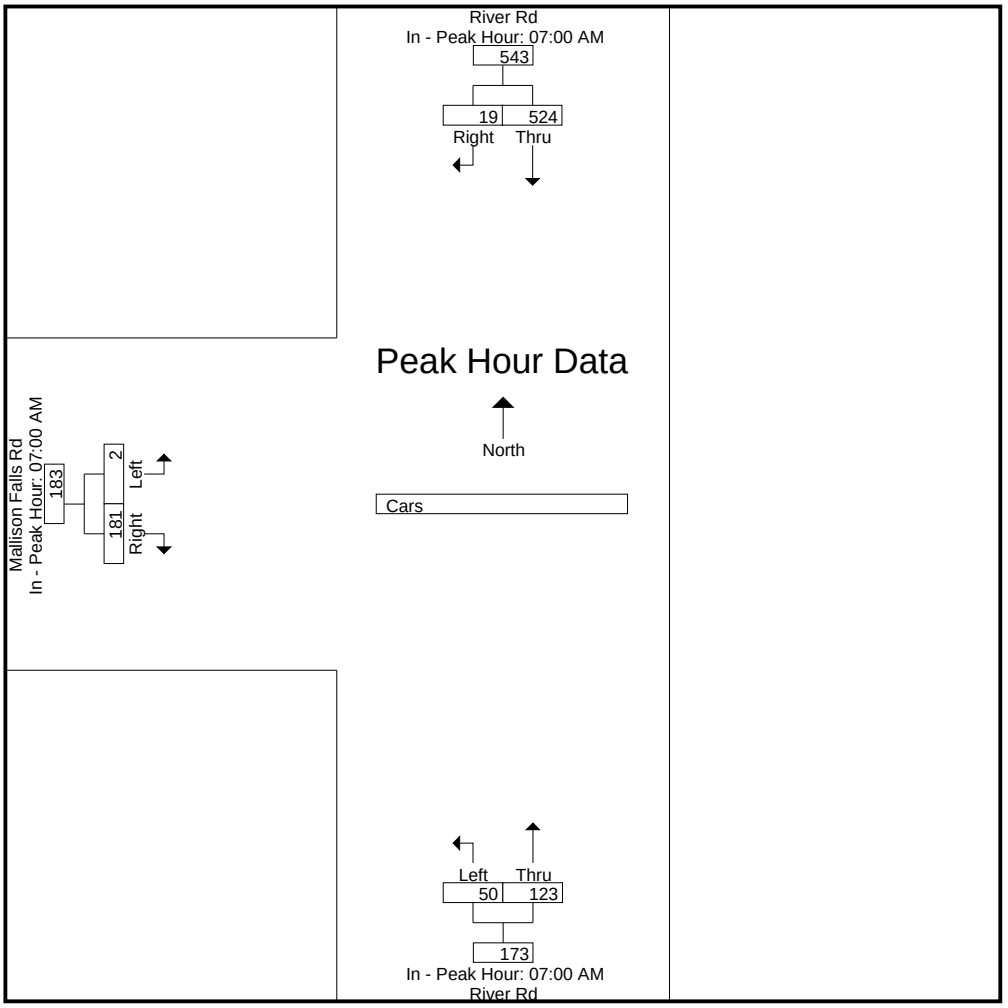

Accurate Counts
978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
Page No : 1

Groups Printed- Trucks

	River Rd From North		River Rd From South		Mallison Falls Rd From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
07:00 AM	0	0	1	0	0	0	1
07:15 AM	0	0	1	1	0	0	2
07:30 AM	2	0	0	1	0	1	4
07:45 AM	4	0	1	1	0	0	6
Total	6	0	3	3	0	1	13
08:00 AM	0	0	0	1	0	0	1
08:15 AM	0	0	0	0	0	0	0
08:30 AM	1	0	0	2	1	0	4
08:45 AM	0	0	0	2	0	0	2
Total	1	0	0	5	1	0	7
Grand Total	7	0	3	8	1	1	20
Apprch %	100	0	27.3	72.7	50	50	
Total %	35	0	15	40	5	5	

	River Rd From North			River Rd From South			Mallison Falls Rd From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	**1**	0	1	0	0	0	1
07:15 AM	0	0	0	1	**1**	**2**	0	0	0	2
07:30 AM	2	0	2	0	1	1	0	**1**	**1**	4
07:45 AM	**4**	0	**4**	1	1	2	0	0	0	**6**
Total Volume	6	0	6	3	3	6	0	1	1	13
% App. Total	100	0		50	50		0	100		
PHF	.375	.000	.375	.750	.750	.750	.000	.250	.250	.542

Accurate Counts
978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
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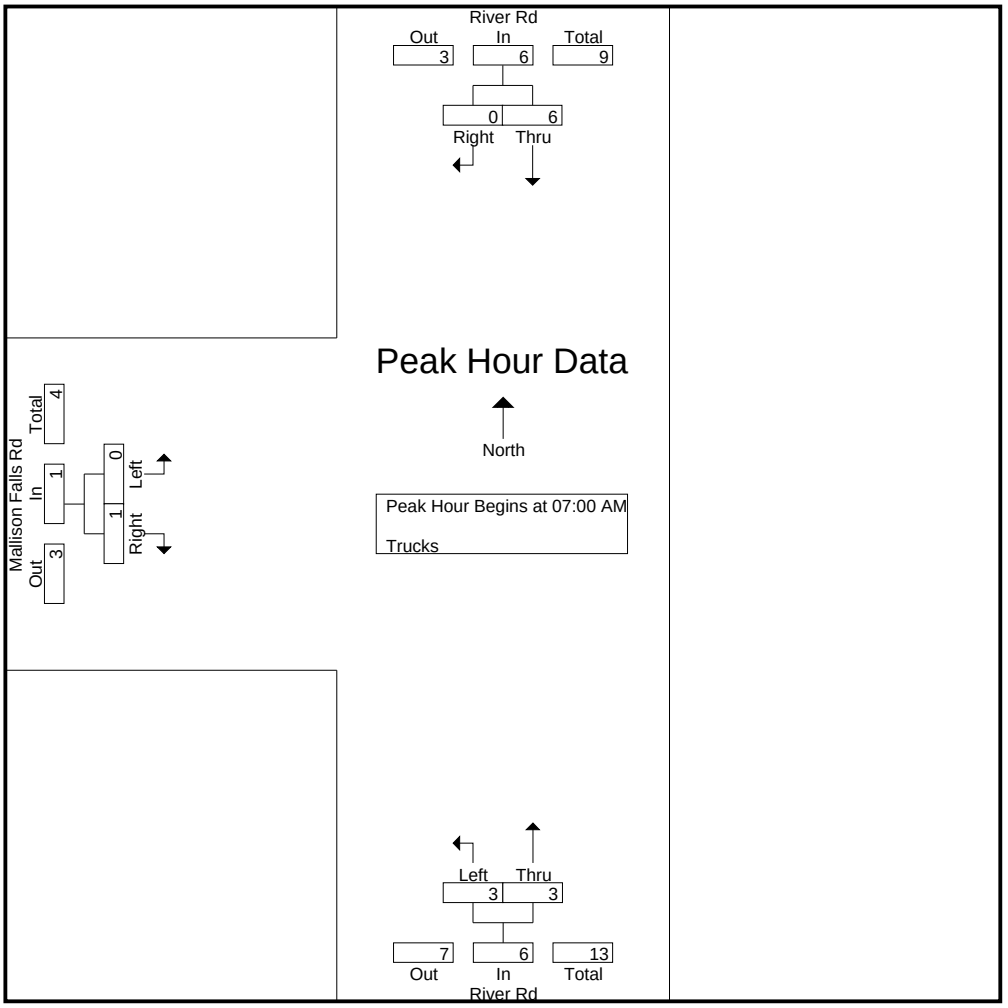

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	**1**	0	1	0	0	0
+15 mins.	0	0	0	1	**1**	**2**	0	0	0
+30 mins.	2	0	2	0	1	1	0	**1**	**1**
+45 mins.	**4**	0	**4**	1	1	2	0	0	0
Total Volume	6	0	6	3	3	6	0	1	1
% App. Total	100	0		50	50		0	100	
PHF	.375	.000	.375	.750	.750	.750	.000	.250	.250

Accurate Counts
978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
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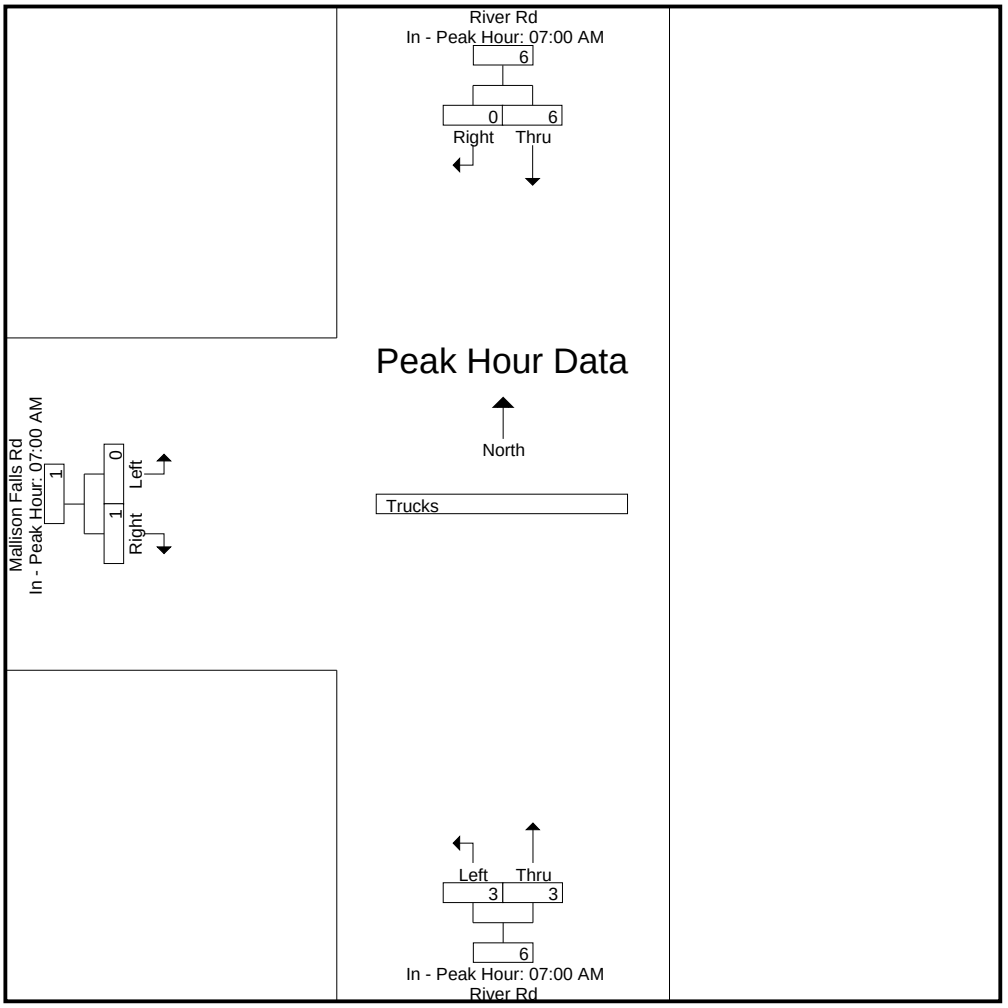

Accurate Counts
978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
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Groups Printed- Cars - Trucks

	River Rd From North		River Rd From South		Mallison Falls Rd From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
03:00 PM	54	0	21	80	2	12	169
03:15 PM	30	0	23	78	0	21	152
03:30 PM	48	0	23	81	2	16	170
03:45 PM	53	1	45	114	2	12	227
Total	185	1	112	353	6	61	718
04:00 PM	55	0	53	102	6	23	239
04:15 PM	50	3	58	140	2	15	268
04:30 PM	52	0	47	124	1	18	242
04:45 PM	63	0	51	112	2	13	241
Total	220	3	209	478	11	69	990
05:00 PM	53	0	49	139	1	9	251
05:15 PM	37	1	49	154	0	12	253
05:30 PM	50	0	57	133	1	12	253
05:45 PM	37	3	35	132	3	12	222
Total	177	4	190	558	5	45	979
Grand Total	582	8	511	1389	22	175	2687
Apprch %	98.6	1.4	26.9	73.1	11.2	88.8	
Total %	21.7	0.3	19	51.7	0.8	6.5	
Cars	570	8	506	1380	22	174	2660
% Cars	97.9	100	99	99.4	100	99.4	99
Trucks	12	0	5	9	0	1	27
% Trucks	2.1	0	1	0.6	0	0.6	1

	River Rd From North			River Rd From South			Mallison Falls Rd From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	50	**3**	53	**58**	**140**	**198**	**2**	15	17	**268**
04:30 PM	52	0	52	47	124	171	1	**18**	**19**	242
04:45 PM	**63**	0	**63**	51	112	163	2	13	15	241
05:00 PM	53	0	53	49	139	188	1	9	10	251
Total Volume	218	3	221	205	515	720	6	55	61	1002
% App. Total	98.6	1.4		28.5	71.5		9.8	90.2		
PHF	.865	.250	.877	.884	.920	.909	.750	.764	.803	.935
Cars	217	3	220	205	512	717	6	55	61	998
% Cars	99.5	100	99.5	100	99.4	99.6	100	100	100	99.6
Trucks	1	0	1	0	3	3	0	0	0	4
% Trucks	0.5	0	0.5	0	0.6	0.4	0	0	0	0.4

Accurate Counts
978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
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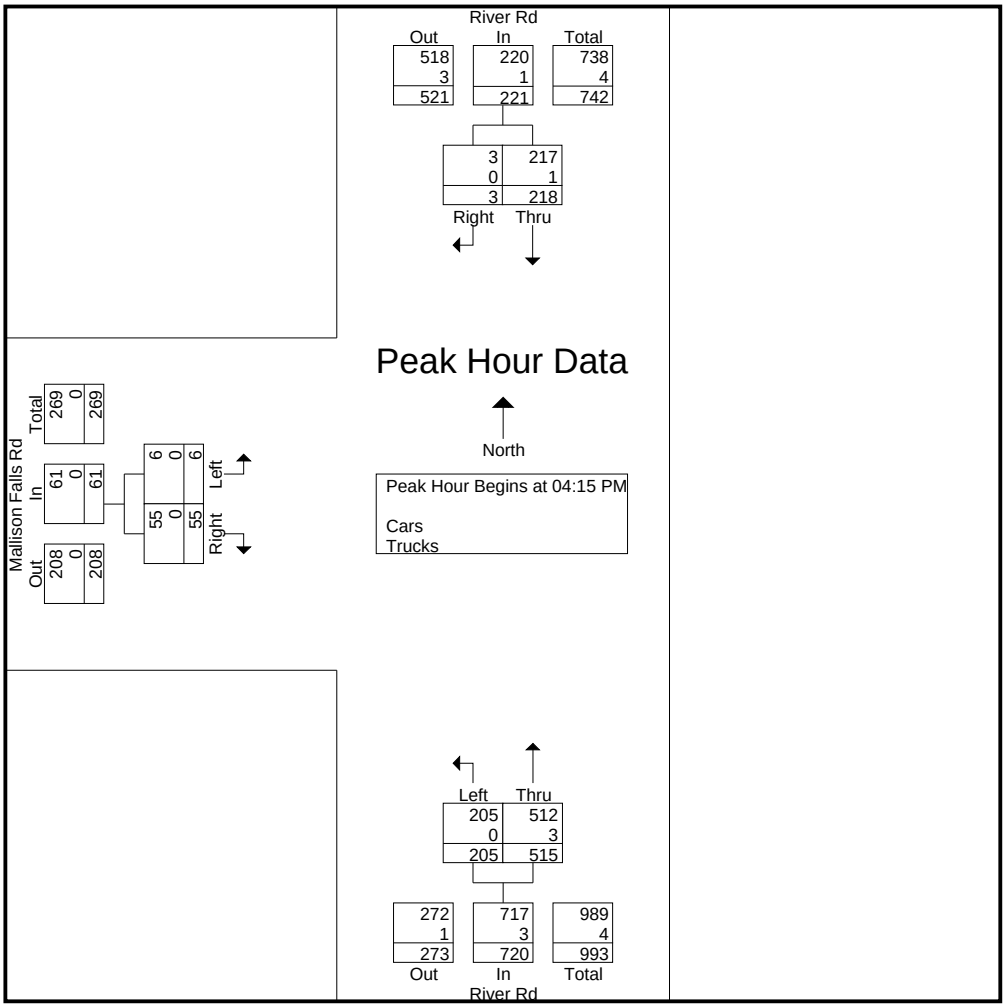

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			03:15 PM		
+0 mins.	55	0	55	49	139	188	0	21	21
+15 mins.	50	**3**	53	49	**154**	**203**	2	16	18
+30 mins.	52	0	52	**57**	133	190	2	12	14
+45 mins.	**63**	0	**63**	35	132	167	**6**	**23**	**29**
Total Volume	220	3	223	190	558	748	10	72	82
% App. Total	98.7	1.3		25.4	74.6		12.2	87.8	
PHF	.873	.250	.885	.833	.906	.921	.417	.783	.707
Cars	218	3	221	188	557	745	10	72	82
% Cars	99.1	100	99.1	98.9	99.8	99.6	100	100	100
Trucks	2	0	2	2	1	3	0	0	0
% Trucks	0.9	0	0.9	1.1	0.2	0.4	0	0	0

Accurate Counts
978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
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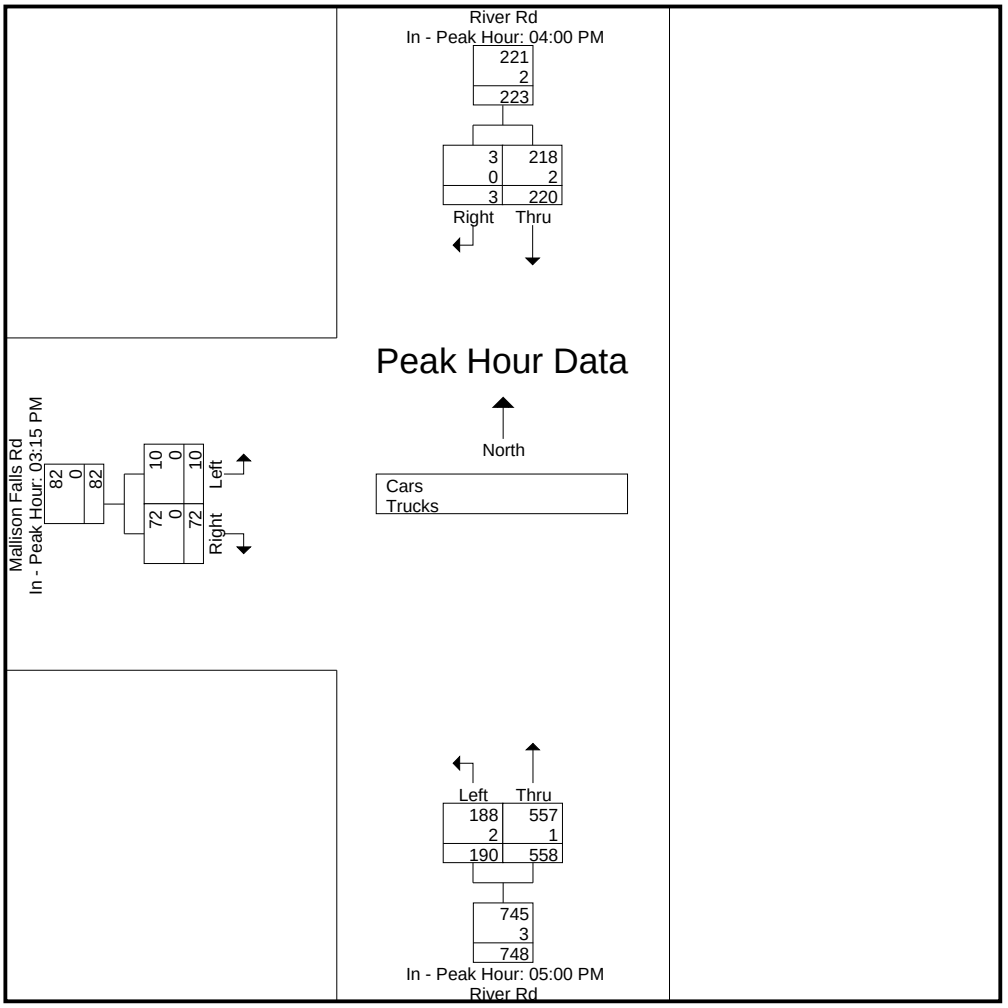

Accurate Counts

978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
Page No : 1

Groups Printed- Cars

	River Rd From North		River Rd From South		Mallison Falls Rd From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
03:00 PM	52	0	20	79	2	11	164
03:15 PM	28	0	23	78	0	21	150
03:30 PM	44	0	23	79	2	16	164
03:45 PM	52	1	44	112	2	12	223
Total	176	1	110	348	6	60	701
04:00 PM	54	0	52	101	6	23	236
04:15 PM	50	3	58	139	2	15	267
04:30 PM	52	0	47	123	1	18	241
04:45 PM	62	0	51	112	2	13	240
Total	218	3	208	475	11	69	984
05:00 PM	53	0	49	138	1	9	250
05:15 PM	37	1	48	154	0	12	252
05:30 PM	49	0	56	133	1	12	251
05:45 PM	37	3	35	132	3	12	222
Total	176	4	188	557	5	45	975
Grand Total	570	8	506	1380	22	174	2660
Apprch %	98.6	1.4	26.8	73.2	11.2	88.8	
Total %	21.4	0.3	19	51.9	0.8	6.5	

	River Rd From North			River Rd From South			Mallison Falls Rd From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	50	**3**	53	**58**	**139**	**197**	**2**	15	17	**267**
04:30 PM	52	0	52	47	123	170	1	**18**	**19**	241
04:45 PM	**62**	0	**62**	51	112	163	2	13	15	240
05:00 PM	53	0	53	49	138	187	1	9	10	250
Total Volume	217	3	220	205	512	717	6	55	61	998
% App. Total	98.6	1.4		28.6	71.4		9.8	90.2		
PHF	.875	.250	.887	.884	.921	.910	.750	.764	.803	.934

Accurate Counts
978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
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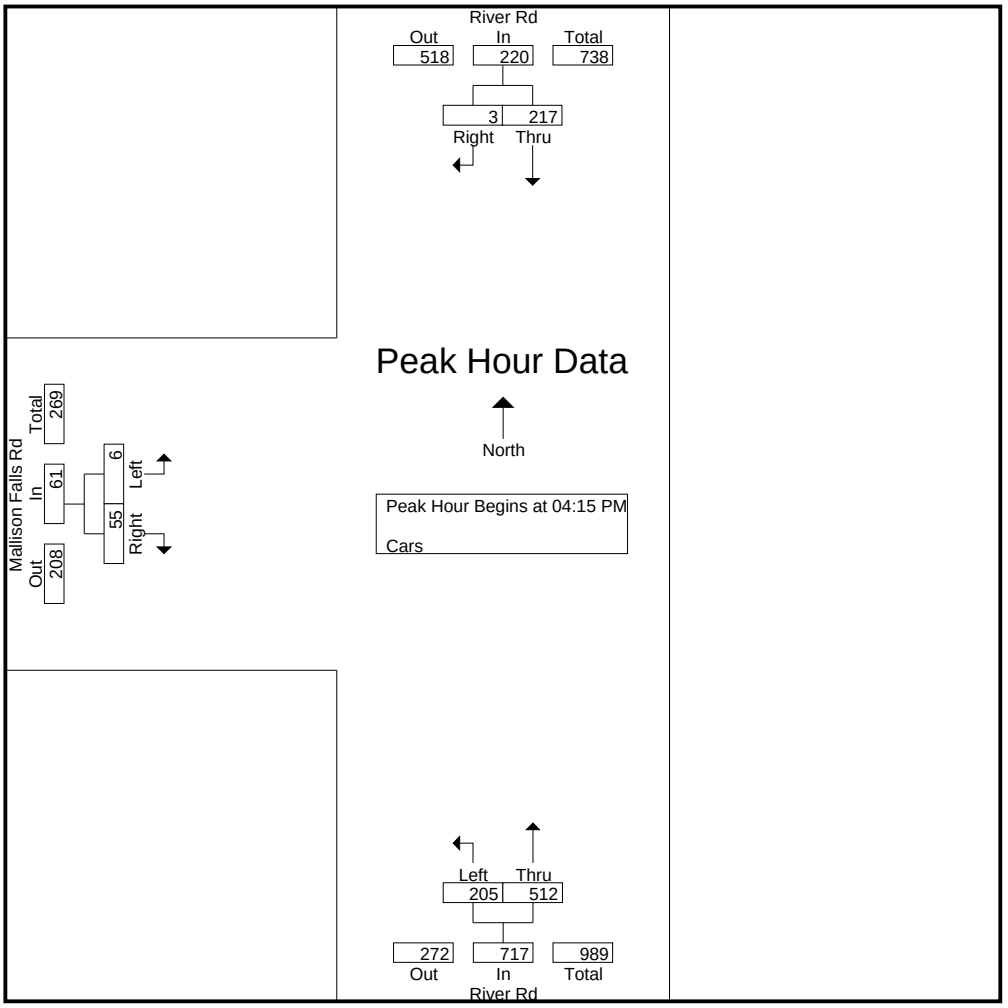

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			05:00 PM			03:15 PM		
+0 mins.	54	0	54	49	138	187	0	21	21
+15 mins.	50	**3**	53	48	**154**	**202**	2	16	18
+30 mins.	52	0	52	**56**	133	189	2	12	14
+45 mins.	**62**	0	**62**	35	132	167	**6**	**23**	**29**
Total Volume	218	3	221	188	557	745	10	72	82
% App. Total	98.6	1.4		25.2	74.8		12.2	87.8	
PHF	.879	.250	.891	.839	.904	.922	.417	.783	.707

Accurate Counts
978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
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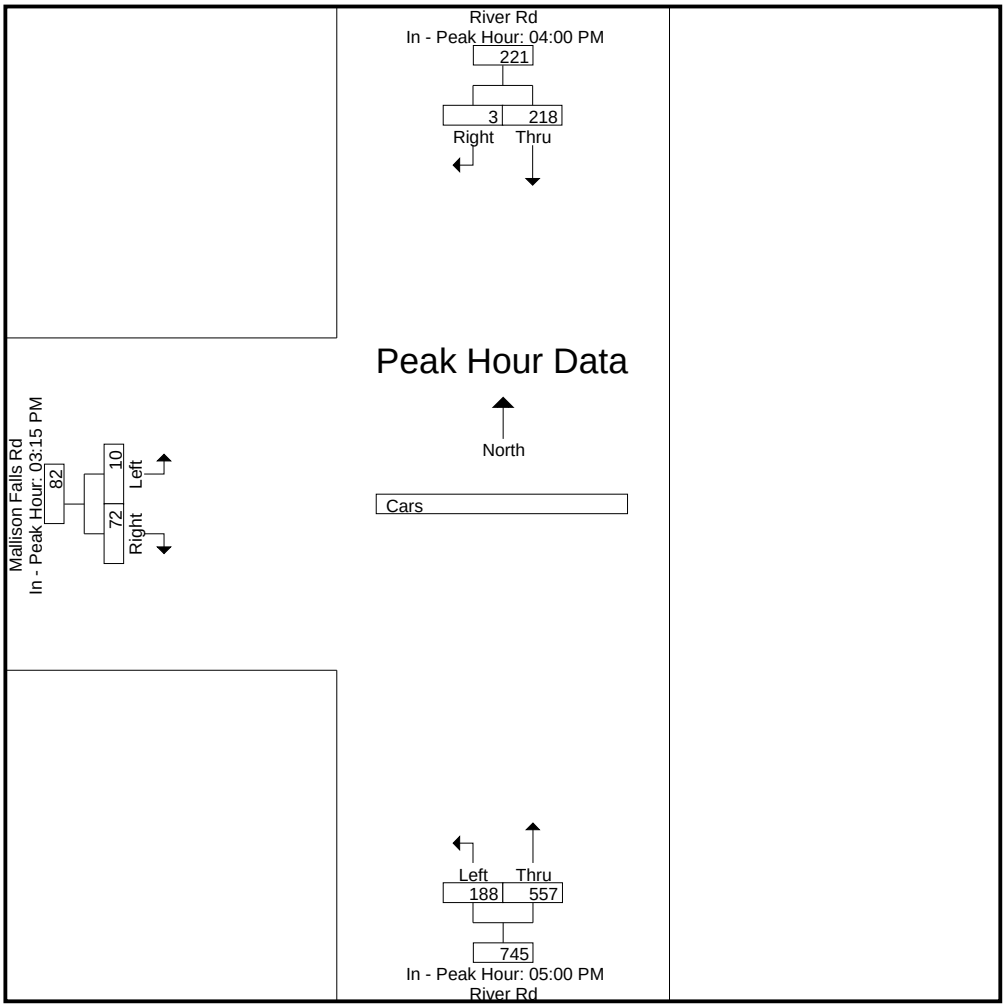


Accurate Counts
978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
Page No : 1

Groups Printed- Trucks

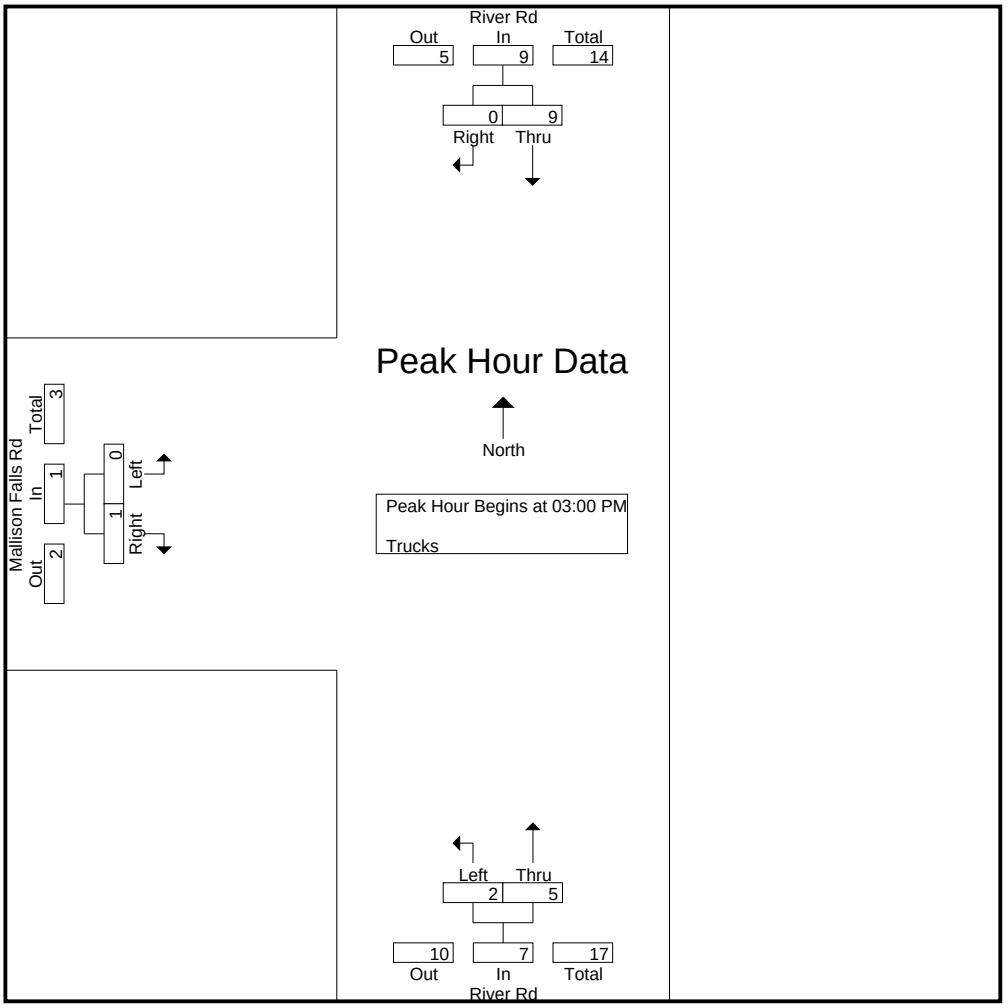
	River Rd From North		River Rd From South		Mallison Falls Rd From West		
Start Time	Thru	Right	Left	Thru	Left	Right	Int. Total
03:00 PM	2	0	1	1	0	1	5
03:15 PM	2	0	0	0	0	0	2
03:30 PM	4	0	0	2	0	0	6
03:45 PM	1	0	1	2	0	0	4
Total	9	0	2	5	0	1	17
04:00 PM	1	0	1	1	0	0	3
04:15 PM	0	0	0	1	0	0	1
04:30 PM	0	0	0	1	0	0	1
04:45 PM	1	0	0	0	0	0	1
Total	2	0	1	3	0	0	6
05:00 PM	0	0	0	1	0	0	1
05:15 PM	0	0	1	0	0	0	1
05:30 PM	1	0	1	0	0	0	2
05:45 PM	0	0	0	0	0	0	0
Total	1	0	2	1	0	0	4
Grand Total	12	0	5	9	0	1	27
Apprch %	100	0	35.7	64.3	0	100	
Total %	44.4	0	18.5	33.3	0	3.7	

	River Rd From North			River Rd From South			Mallison Falls Rd From West			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	2	0	2	**1**	1	2	0	**1**	**1**	5
03:15 PM	2	0	2	0	0	0	0	0	0	2
03:30 PM	**4**	0	**4**	0	**2**	2	0	0	0	**6**
03:45 PM	1	0	1	1	2	**3**	0	0	0	4
Total Volume	9	0	9	2	5	7	0	1	1	17
% App. Total	100	0		28.6	71.4		0	100		
PHF	.563	.000	.563	.500	.625	.583	.000	.250	.250	.708

Accurate Counts
978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
Page No : 2



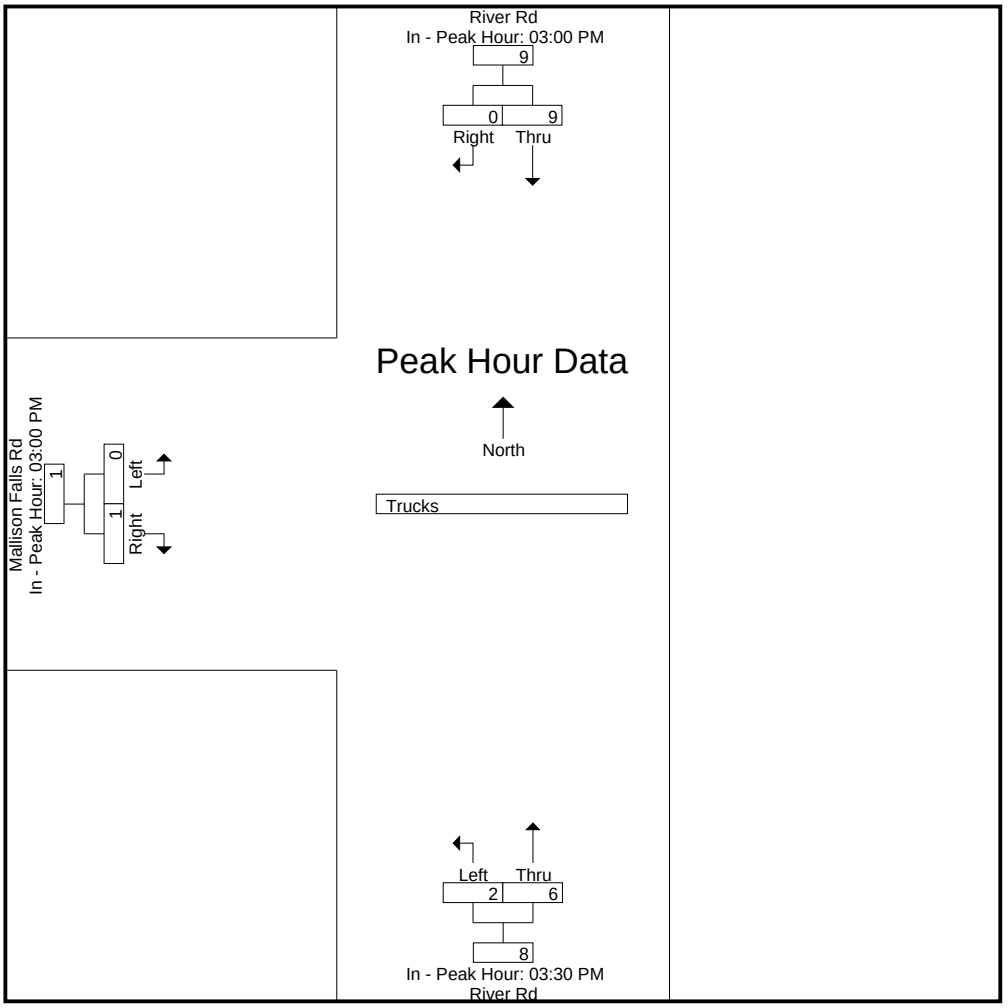
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:30 PM			03:00 PM		
+0 mins.	2	0	2	0	**2**	2	0	**1**	**1**
+15 mins.	2	0	2	**1**	2	**3**	0	0	0
+30 mins.	**4**	0	**4**	1	1	2	0	0	0
+45 mins.	1	0	1	0	1	1	0	0	0
Total Volume	9	0	9	2	6	8	0	1	1
% App. Total	100	0		25	75		0	100	
PHF	.563	.000	.563	.500	.750	.667	.000	.250	.250

Accurate Counts
978-664-2565

N/S Street : River Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320002
Site Code : 16320002
Start Date : 12/12/2013
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 1

Groups Printed- Cars - Trucks

	Mosher Rd From North			Mallison Falls Rd From East			Mosher Rd From South			Mallison St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	53	163	0	4	2	3	0	22	3	0	4	0	254
07:15 AM	32	132	0	2	3	6	0	18	2	0	4	1	200
07:30 AM	37	137	0	1	2	6	0	24	0	0	2	0	209
07:45 AM	31	118	0	2	5	8	0	24	3	0	2	0	193
Total	153	550	0	9	12	23	0	88	8	0	12	1	856
08:00 AM	21	95	0	4	1	6	0	18	2	0	1	0	148
08:15 AM	17	92	0	3	0	4	1	33	1	0	2	0	153
08:30 AM	19	92	0	2	1	7	0	28	3	0	2	0	154
08:45 AM	15	71	1	2	3	4	0	30	3	0	0	1	130
Total	72	350	1	11	5	21	1	109	9	0	5	1	585
Grand Total	225	900	1	20	17	44	1	197	17	0	17	2	1441
Apprch %	20	79.9	0.1	24.7	21	54.3	0.5	91.6	7.9	0	89.5	10.5	
Total %	15.6	62.5	0.1	1.4	1.2	3.1	0.1	13.7	1.2	0	1.2	0.1	
Cars	225	888	0	19	17	44	1	181	16	0	17	2	1410
% Cars	100	98.7	0	95	100	100	100	91.9	94.1	0	100	100	97.8
Trucks	0	12	1	1	0	0	0	16	1	0	0	0	31
% Trucks	0	1.3	100	5	0	0	0	8.1	5.9	0	0	0	2.2

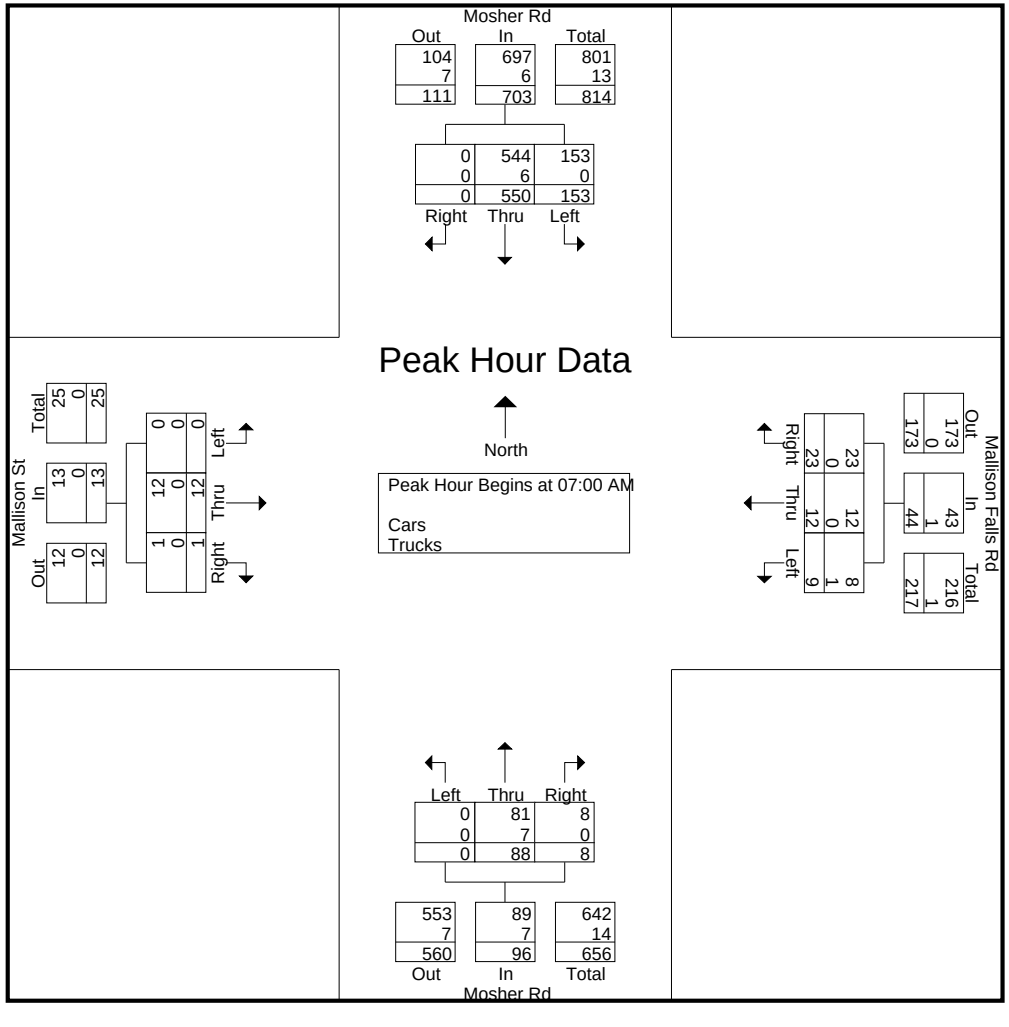
	Mosher Rd From North				Mallison Falls Rd From East				Mosher Rd From South				Mallison St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**53**	**163**	0	**216**	**4**	2	3	9	0	22	**3**	25	0	**4**	0	4	**254**
07:15 AM	32	132	0	164	2	3	6	11	0	18	2	20	0	4	**1**	**5**	200
07:30 AM	37	137	0	174	1	2	6	9	0	**24**	0	24	0	2	0	2	209
07:45 AM	31	118	0	149	2	**5**	**8**	**15**	0	24	3	**27**	0	2	0	2	193
Total Volume	153	550	0	703	9	12	23	44	0	88	8	96	0	12	1	13	856
% App. Total	21.8	78.2	0		20.5	27.3	52.3		0	91.7	8.3		0	92.3	7.7		
PHF	.722	.844	.000	.814	.563	.600	.719	.733	.000	.917	.667	.889	.000	.750	.250	.650	.843
Cars	153	544	0	697	8	12	23	43	0	81	8	89	0	12	1	13	842
% Cars	100	98.9	0	99.1	88.9	100	100	97.7	0	92.0	100	92.7	0	100	100	100	98.4
Trucks	0	6	0	6	1	0	0	1	0	7	0	7	0	0	0	0	14
% Trucks	0	1.1	0	0.9	11.1	0	0	2.3	0	8.0	0	7.3	0	0	0	0	1.6

Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 2



Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 3

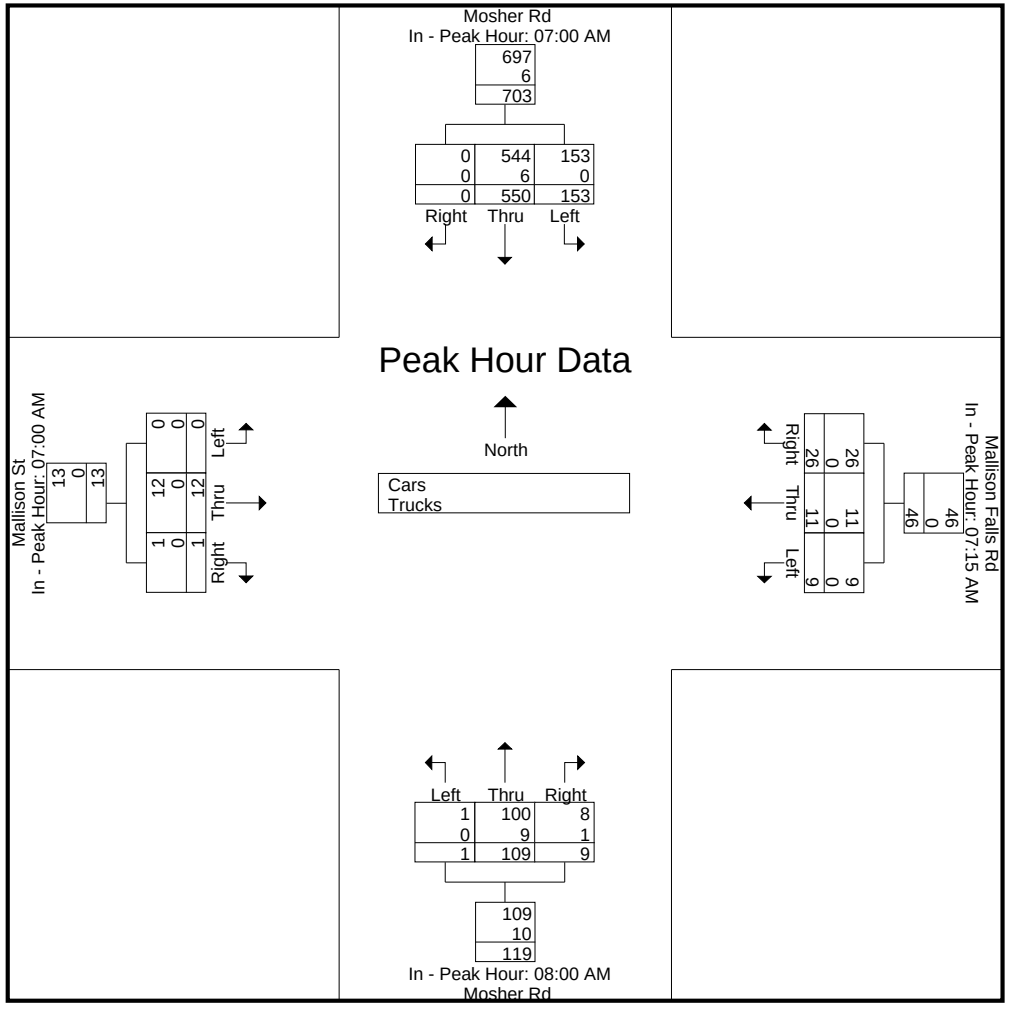
	Mosher Rd From North				Mallison Falls Rd From East				Mosher Rd From South				Mallison St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:15 AM				08:00 AM				07:00 AM				
+0 mins.	**53**	**163**	0	**216**	2	3	6	11	0	18	2	20	0	**4**	0	4	
+15 mins.	32	132	0	164	1	2	6	9	**1**	**33**	1	**35**	0	4	**1**	**5**	
+30 mins.	37	137	0	174	2	**5**	**8**	**15**	0	28	**3**	31	0	2	0	2	
+45 mins.	31	118	0	149	**4**	1	6	11	0	30	3	33	0	2	0	2	
Total Volume	153	550	0	703	9	11	26	46	1	109	9	119	0	12	1	13	
% App. Total	21.8	78.2	0		19.6	23.9	56.5		0.8	91.6	7.6		0	92.3	7.7		
PHF	.722	.844	.000	.814	.563	.550	.813	.767	.250	.826	.750	.850	.000	.750	.250	.650	
Cars	153	544	0	697	9	11	26	46	1	100	8	109	0	12	1	13	
% Cars	100	98.9	0	99.1	100	100	100	100	100	91.7	88.9	91.6	0	100	100	100	
Trucks	0	6	0	6	0	0	0	0	0	9	1	10	0	0	0	0	
% Trucks	0	1.1	0	0.9	0	0	0	0	0	8.3	11.1	8.4	0	0	0	0	

Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 4



Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 1

Groups Printed- Cars

	Mosher Rd From North			Mallison Falls Rd From East			Mosher Rd From South			Mallison St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	53	159	0	3	2	3	0	21	3	0	4	0	248
07:15 AM	32	131	0	2	3	6	0	17	2	0	4	1	198
07:30 AM	37	136	0	1	2	6	0	19	0	0	2	0	203
07:45 AM	31	118	0	2	5	8	0	24	3	0	2	0	193
Total	153	544	0	8	12	23	0	81	8	0	12	1	842
08:00 AM	21	93	0	4	1	6	0	18	2	0	1	0	146
08:15 AM	17	92	0	3	0	4	1	27	1	0	2	0	147
08:30 AM	19	88	0	2	1	7	0	27	2	0	2	0	148
08:45 AM	15	71	0	2	3	4	0	28	3	0	0	1	127
Total	72	344	0	11	5	21	1	100	8	0	5	1	568
Grand Total	225	888	0	19	17	44	1	181	16	0	17	2	1410
Apprch %	20.2	79.8	0	23.8	21.2	55	0.5	91.4	8.1	0	89.5	10.5	
Total %	16	63	0	1.3	1.2	3.1	0.1	12.8	1.1	0	1.2	0.1	

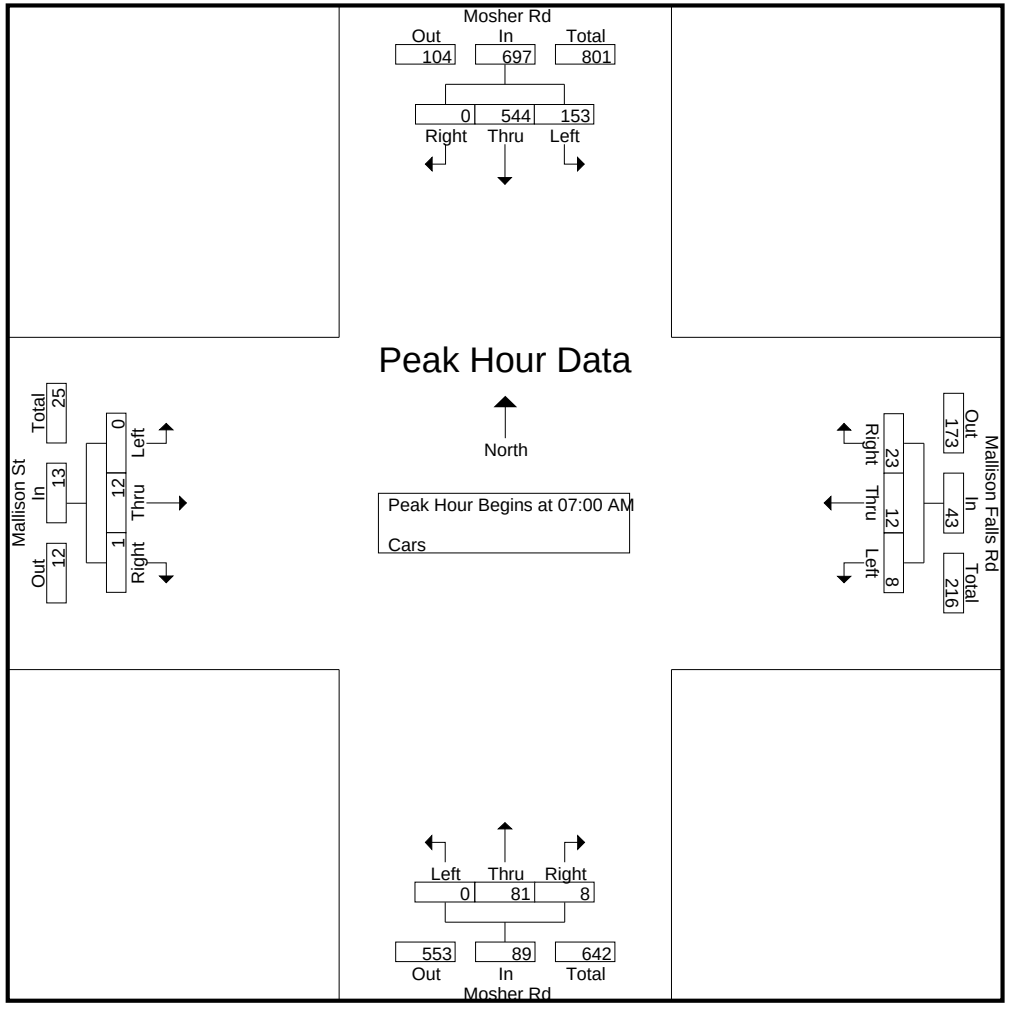
	Mosher Rd From North				Mallison Falls Rd From East				Mosher Rd From South				Mallison St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**53**	**159**	0	**212**	**3**	2	3	8	0	21	**3**	24	0	**4**	0	4	**248**
07:15 AM	32	131	0	163	2	3	6	11	0	17	2	19	0	4	**1**	**5**	198
07:30 AM	37	136	0	173	1	2	6	9	0	19	0	19	0	2	0	2	203
07:45 AM	31	118	0	149	2	**5**	**8**	**15**	0	**24**	3	**27**	0	2	0	2	193
Total Volume	153	544	0	697	8	12	23	43	0	81	8	89	0	12	1	13	842
% App. Total	22	78	0		18.6	27.9	53.5		0	91	9		0	92.3	7.7		
PHF	.722	.855	.000	.822	.667	.600	.719	.717	.000	.844	.667	.824	.000	.750	.250	.650	.849

Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 2



Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 3

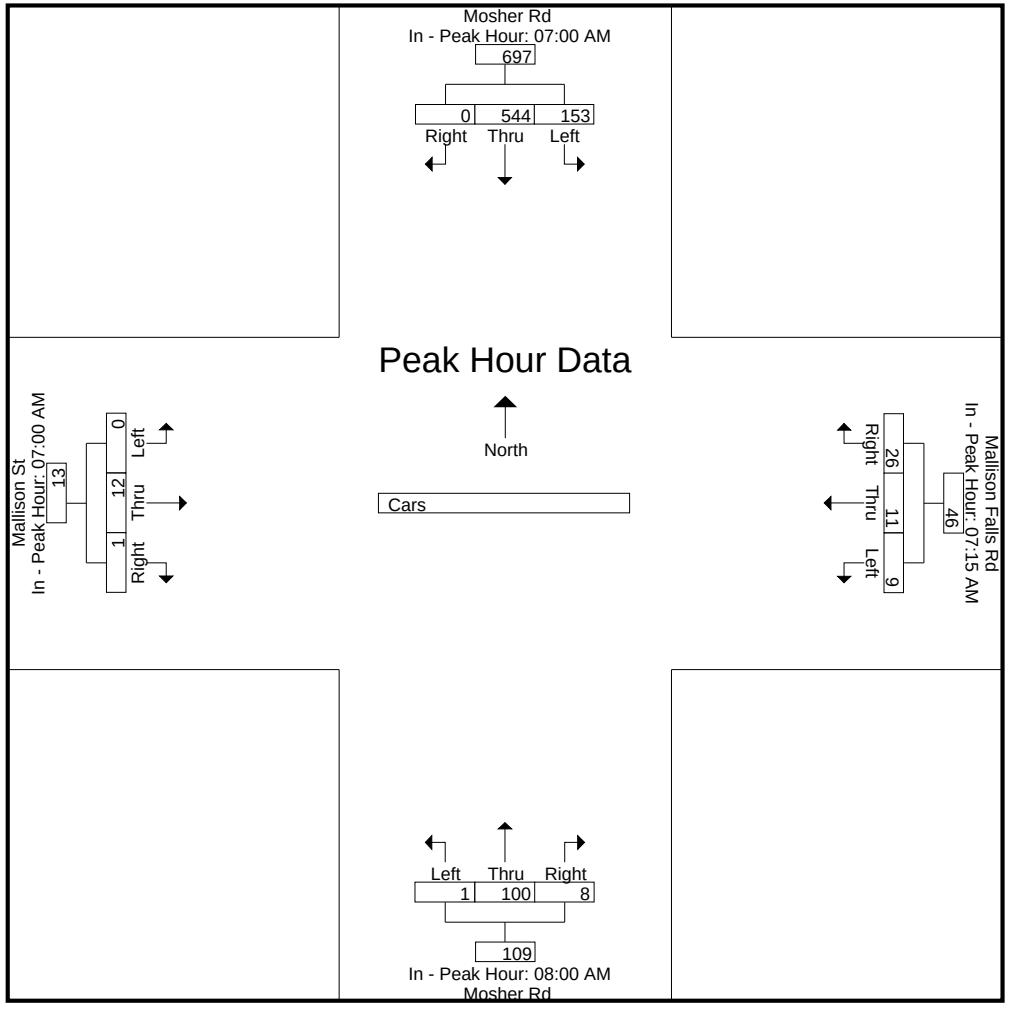
	Mosher Rd From North				Mallison Falls Rd From East				Mosher Rd From South				Mallison St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	07:00 AM				07:15 AM				08:00 AM				07:00 AM				
+0 mins.	**53**	**159**	0	**212**	2	3	6	11	0	18	2	20	0	**4**	0	4	
+15 mins.	32	131	0	163	1	2	6	9	**1**	27	1	29	0	4	**1**	**5**	
+30 mins.	37	136	0	173	2	**5**	**8**	**15**	0	27	2	29	0	2	0	2	
+45 mins.	31	118	0	149	**4**	1	6	11	0	**28**	**3**	**31**	0	2	0	2	
Total Volume	153	544	0	697	9	11	26	46	1	100	8	109	0	12	1	13	
% App. Total	22	78	0		19.6	23.9	56.5		0.9	91.7	7.3		0	92.3	7.7		
PHF	.722	.855	.000	.822	.563	.550	.813	.767	.250	.893	.667	.879	.000	.750	.250	.650	

Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 4



Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 1

Groups Printed- Trucks

	Mosher Rd From North			Mallison Falls Rd From East			Mosher Rd From South			Mallison St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
07:00 AM	0	4	0	1	0	0	0	1	0	0	0	0	6
07:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
07:30 AM	0	1	0	0	0	0	0	5	0	0	0	0	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	6	0	1	0	0	0	7	0	0	0	0	14
08:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	6	0	0	0	0	6
08:30 AM	0	4	0	0	0	0	0	1	1	0	0	0	6
08:45 AM	0	0	1	0	0	0	0	2	0	0	0	0	3
Total	0	6	1	0	0	0	0	9	1	0	0	0	17
Grand Total	0	12	1	1	0	0	0	16	1	0	0	0	31
Apprch %	0	92.3	7.7	100	0	0	0	94.1	5.9	0	0	0	
Total %	0	38.7	3.2	3.2	0	0	0	51.6	3.2	0	0	0	

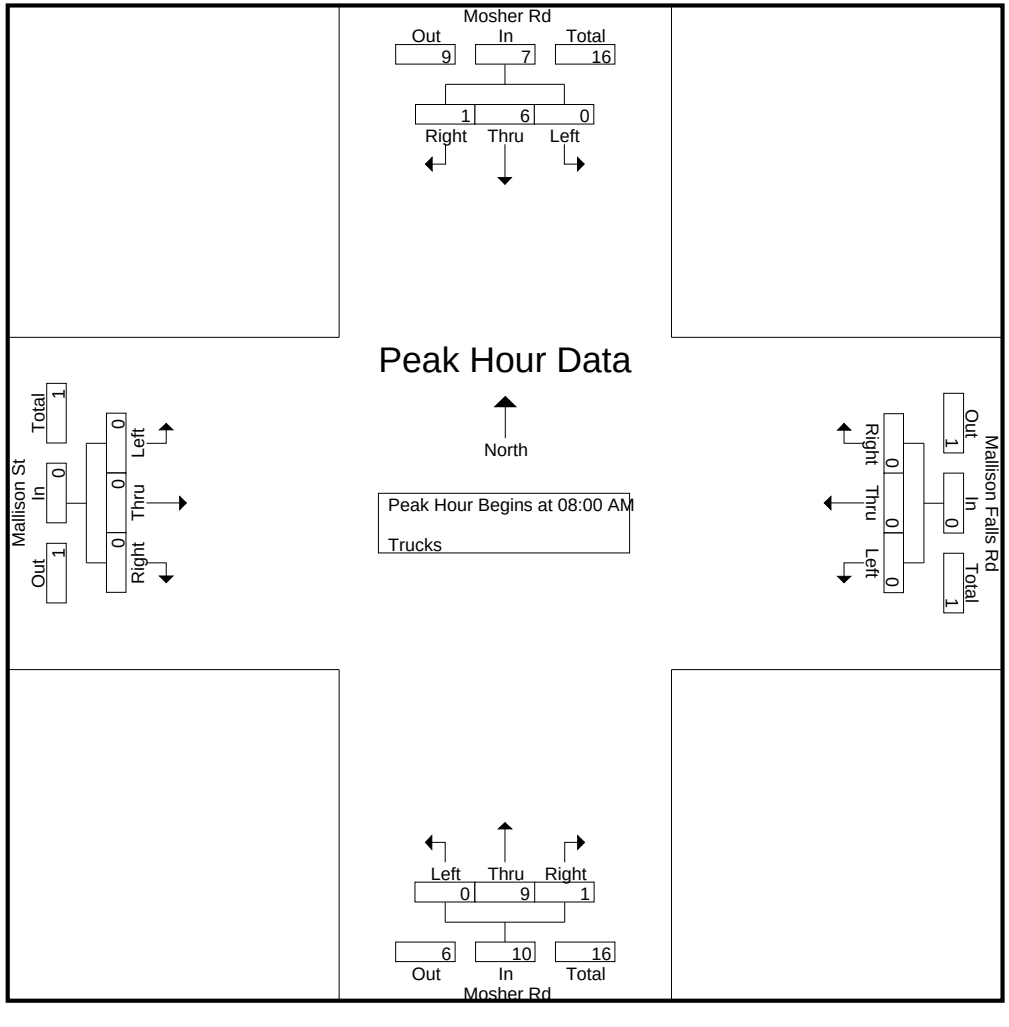
	Mosher Rd From North				Mallison Falls Rd From East				Mosher Rd From South				Mallison St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	**6**	0	**6**	0	0	0	0	**6**
08:30 AM	0	**4**	0	**4**	0	0	0	0	0	1	**1**	2	0	0	0	0	6
08:45 AM	0	0	**1**	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total Volume	0	6	1	7	0	0	0	0	0	9	1	10	0	0	0	0	17
% App. Total	0	85.7	14.3		0	0	0		0	90	10		0	0	0		
PHF	.000	.375	.250	.438	.000	.000	.000	.000	.000	.375	.250	.417	.000	.000	.000	.000	.708

Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 2



Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 3

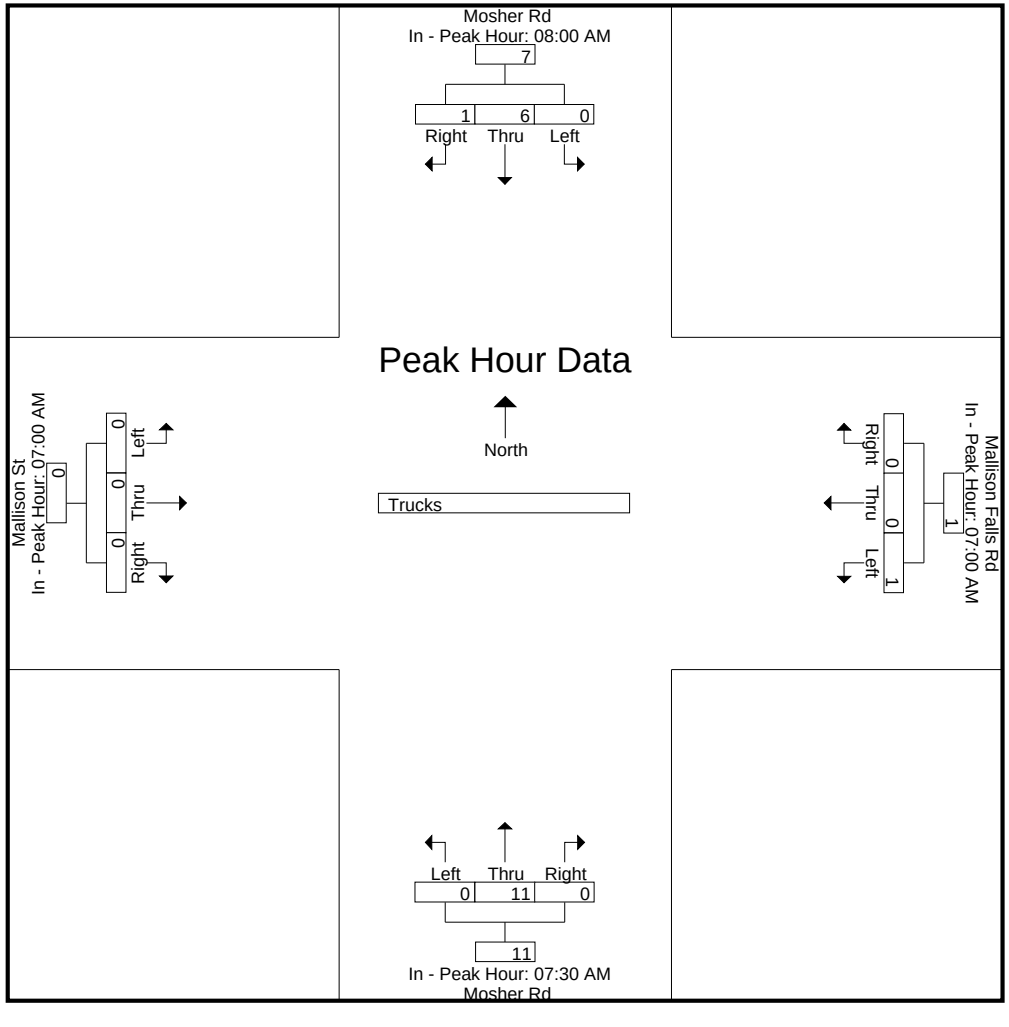
	Mosher Rd From North				Mallison Falls Rd From East				Mosher Rd From South				Mallison St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	08:00 AM				07:00 AM				07:30 AM				07:00 AM				
+0 mins.	0	2	0	2	**1**	0	0	**1**	0	5	0	5	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	**4**	0	**4**	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	**1**	1	0	0	0	0	0	**6**	0	**6**	0	0	0	0	
Total Volume	0	6	1	7	1	0	0	1	0	11	0	11	0	0	0	0	
% App. Total	0	85.7	14.3		100	0	0		0	100	0		0	0	0		
PHF	.000	.375	.250	.438	.250	.000	.000	.250	.000	.458	.000	.458	.000	.000	.000	.000	

Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 4



Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 1

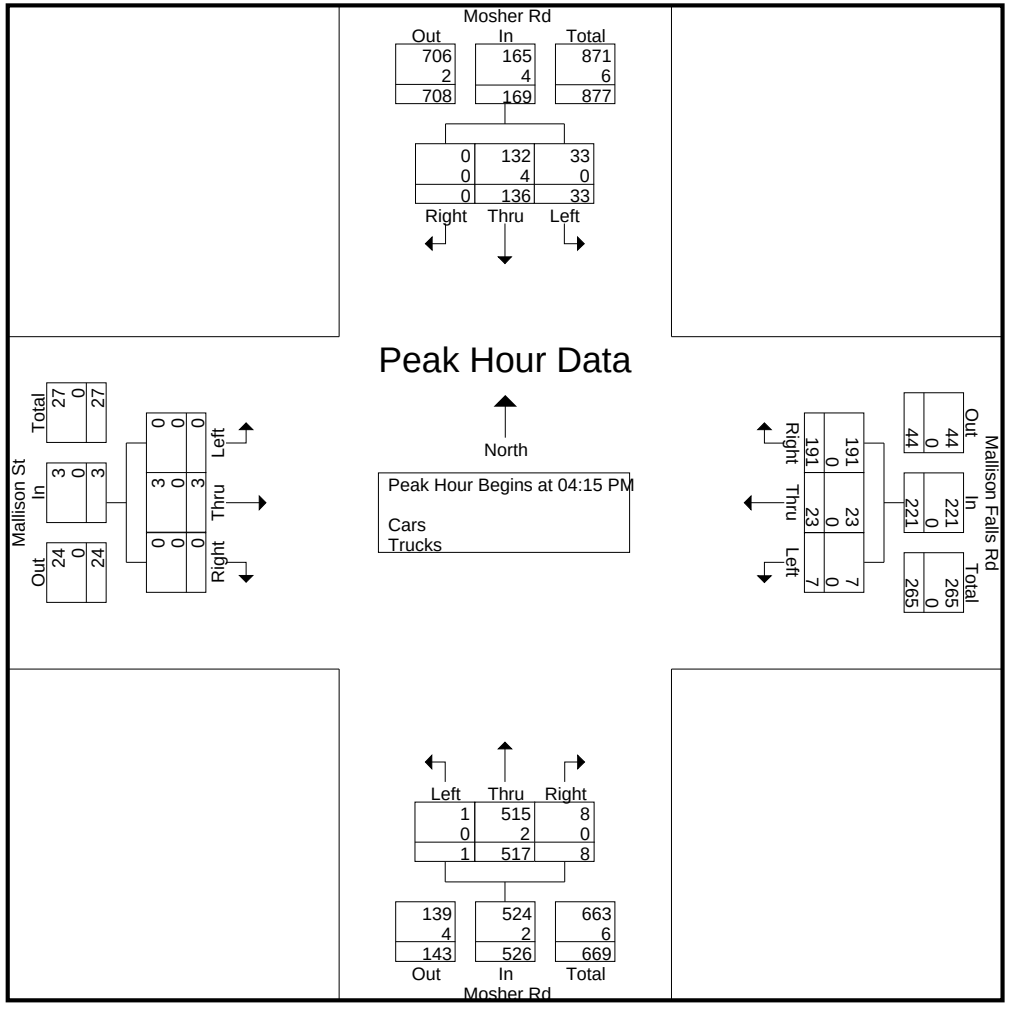
Groups Printed- Cars - Trucks

	Mosher Rd From North			Mallison Falls Rd From East			Mosher Rd From South			Mallison St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
03:00 PM	6	36	1	1	6	10	0	60	1	0	1	0	122
03:15 PM	12	47	1	0	2	21	0	91	0	0	3	0	177
03:30 PM	12	38	0	2	4	21	0	83	6	0	2	0	168
03:45 PM	10	39	0	1	4	35	1	103	2	1	2	0	198
Total	40	160	2	4	16	87	1	337	9	1	8	0	665
04:00 PM	12	27	0	3	6	44	1	106	2	1	1	0	203
04:15 PM	8	29	0	1	10	56	1	117	0	0	1	0	223
04:30 PM	8	42	0	3	6	43	0	131	3	0	1	0	237
04:45 PM	10	29	0	1	2	45	0	143	3	0	0	0	233
Total	38	127	0	8	24	188	2	497	8	1	3	0	896
05:00 PM	7	36	0	2	5	47	0	126	2	0	1	0	226
05:15 PM	11	26	0	2	7	32	1	117	4	0	1	0	201
05:30 PM	5	34	0	2	3	45	0	123	2	0	1	0	215
05:45 PM	10	39	0	2	0	23	0	85	2	0	0	0	161
Total	33	135	0	8	15	147	1	451	10	0	3	0	803
Grand Total	111	422	2	20	55	422	4	1285	27	2	14	0	2364
Apprch %	20.7	78.9	0.4	4	11.1	84.9	0.3	97.6	2.1	12.5	87.5	0	
Total %	4.7	17.9	0.1	0.8	2.3	17.9	0.2	54.4	1.1	0.1	0.6	0	
Cars	111	416	1	20	53	421	4	1277	27	2	14	0	2346
% Cars	100	98.6	50	100	96.4	99.8	100	99.4	100	100	100	0	99.2
Trucks	0	6	1	0	2	1	0	8	0	0	0	0	18
% Trucks	0	1.4	50	0	3.6	0.2	0	0.6	0	0	0	0	0.8

	Mosher Rd From North				Mallison Falls Rd From East				Mosher Rd From South				Mallison St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	8	29	0	37	1	**10**	**56**	**67**	**1**	117	0	118	0	**1**	0	**1**	223
04:30 PM	8	**42**	0	**50**	**3**	6	43	52	0	131	**3**	134	0	1	0	1	**237**
04:45 PM	**10**	29	0	39	1	2	45	48	0	**143**	3	**146**	0	0	0	0	233
05:00 PM	7	36	0	43	2	5	47	54	0	126	2	128	0	1	0	1	226
Total Volume	33	136	0	169	7	23	191	221	1	517	8	526	0	3	0	3	919
% App. Total	19.5	80.5	0		3.2	10.4	86.4		0.2	98.3	1.5		0	100	0		
PHF	.825	.810	.000	.845	.583	.575	.853	.825	.250	.904	.667	.901	.000	.750	.000	.750	.969
Cars	33	132	0	165	7	23	191	221	1	515	8	524	0	3	0	3	913
% Cars	100	97.1	0	97.6	100	100	100	100	100	99.6	100	99.6	0	100	0	100	99.3
Trucks	0	4	0	4	0	0	0	0	0	2	0	2	0	0	0	0	6
% Trucks	0	2.9	0	2.4	0	0	0	0	0	0.4	0	0.4	0	0	0	0	0.7

Accurate Counts

978-664-2565



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

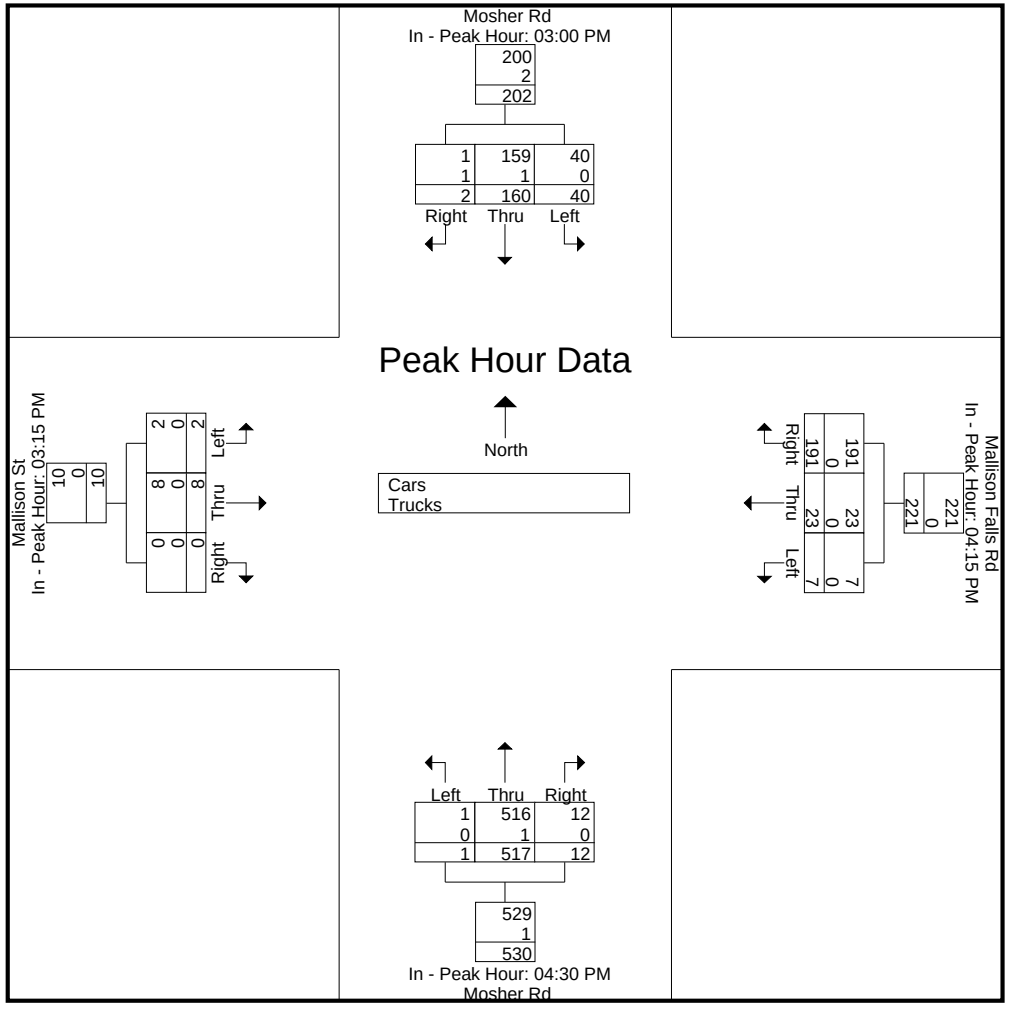
	03:00 PM				04:15 PM				04:30 PM				03:15 PM			
+0 mins.	6	36	**1**	43	1	**10**	**56**	**67**	0	131	3	134	0	**3**	0	**3**
+15 mins.	**12**	**47**	1	**60**	**3**	6	43	52	0	**143**	3	**146**	0	2	0	2
+30 mins.	12	38	0	50	1	2	45	48	0	126	2	128	**1**	2	0	3
+45 mins.	10	39	0	49	2	5	47	54	**1**	117	**4**	122	1	1	0	2
Total Volume	40	160	2	202	7	23	191	221	1	517	12	530	2	8	0	10
% App. Total	19.8	79.2	1		3.2	10.4	86.4		0.2	97.5	2.3		20	80	0	
PHF	.833	.851	.500	.842	.583	.575	.853	.825	.250	.904	.750	.908	.500	.667	.000	.833
Cars	40	159	1	200	7	23	191	221	1	516	12	529	2	8	0	10
% Cars	100	99.4	50	99	100	100	100	100	100	99.8	100	99.8	100	100	0	100
Trucks	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0
% Trucks	0	0.6	50	1	0	0	0	0	0	0.2	0	0.2	0	0	0	0

Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 3



Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 1

Groups Printed- Cars

	Mosher Rd From North			Mallison Falls Rd From East			Mosher Rd From South			Mallison St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
03:00 PM	6	36	1	1	6	10	0	59	1	0	1	0	121
03:15 PM	12	46	0	0	2	21	0	88	0	0	3	0	172
03:30 PM	12	38	0	2	4	21	0	82	6	0	2	0	167
03:45 PM	10	39	0	1	3	35	1	103	2	1	2	0	197
Total	40	159	1	4	15	87	1	332	9	1	8	0	657
04:00 PM	12	26	0	3	5	44	1	106	2	1	1	0	201
04:15 PM	8	28	0	1	10	56	1	116	0	0	1	0	221
04:30 PM	8	40	0	3	6	43	0	131	3	0	1	0	235
04:45 PM	10	28	0	1	2	45	0	143	3	0	0	0	232
Total	38	122	0	8	23	188	2	496	8	1	3	0	889
05:00 PM	7	36	0	2	5	47	0	125	2	0	1	0	225
05:15 PM	11	26	0	2	7	31	1	117	4	0	1	0	200
05:30 PM	5	34	0	2	3	45	0	122	2	0	1	0	214
05:45 PM	10	39	0	2	0	23	0	85	2	0	0	0	161
Total	33	135	0	8	15	146	1	449	10	0	3	0	800
Grand Total	111	416	1	20	53	421	4	1277	27	2	14	0	2346
Apprch %	21	78.8	0.2	4	10.7	85.2	0.3	97.6	2.1	12.5	87.5	0	
Total %	4.7	17.7	0	0.9	2.3	17.9	0.2	54.4	1.2	0.1	0.6	0	

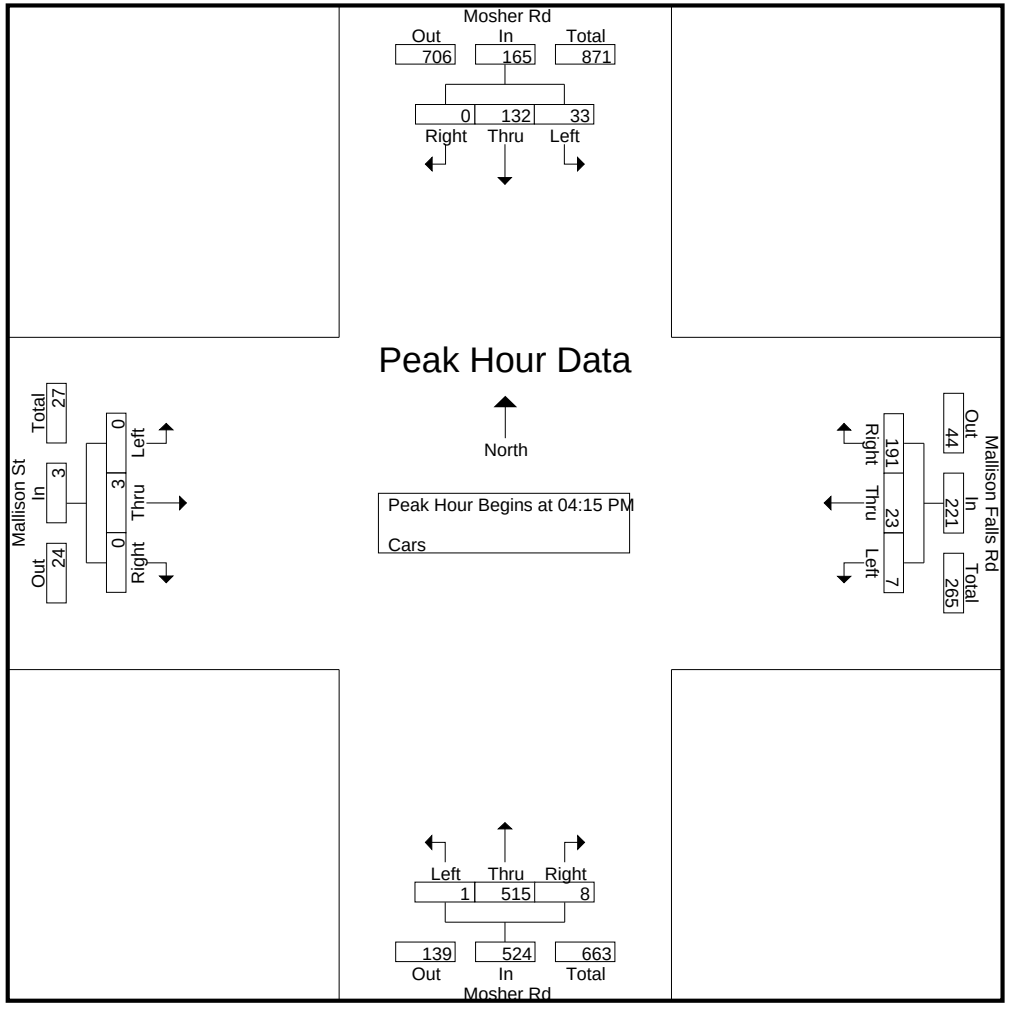
	Mosher Rd From North				Mallison Falls Rd From East				Mosher Rd From South				Mallison St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	8	28	0	36	1	**10**	**56**	**67**	**1**	116	0	117	0	**1**	0	**1**	221
04:30 PM	8	**40**	0	**48**	**3**	6	43	52	0	131	**3**	134	0	1	0	1	**235**
04:45 PM	**10**	28	0	38	1	2	45	48	0	**143**	3	**146**	0	0	0	0	232
05:00 PM	7	36	0	43	2	5	47	54	0	125	2	127	0	1	0	1	225
Total Volume	33	132	0	165	7	23	191	221	1	515	8	524	0	3	0	3	913
% App. Total	20	80	0		3.2	10.4	86.4		0.2	98.3	1.5		0	100	0		
PHF	.825	.825	.000	.859	.583	.575	.853	.825	.250	.900	.667	.897	.000	.750	.000	.750	.971

Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 2



Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 3

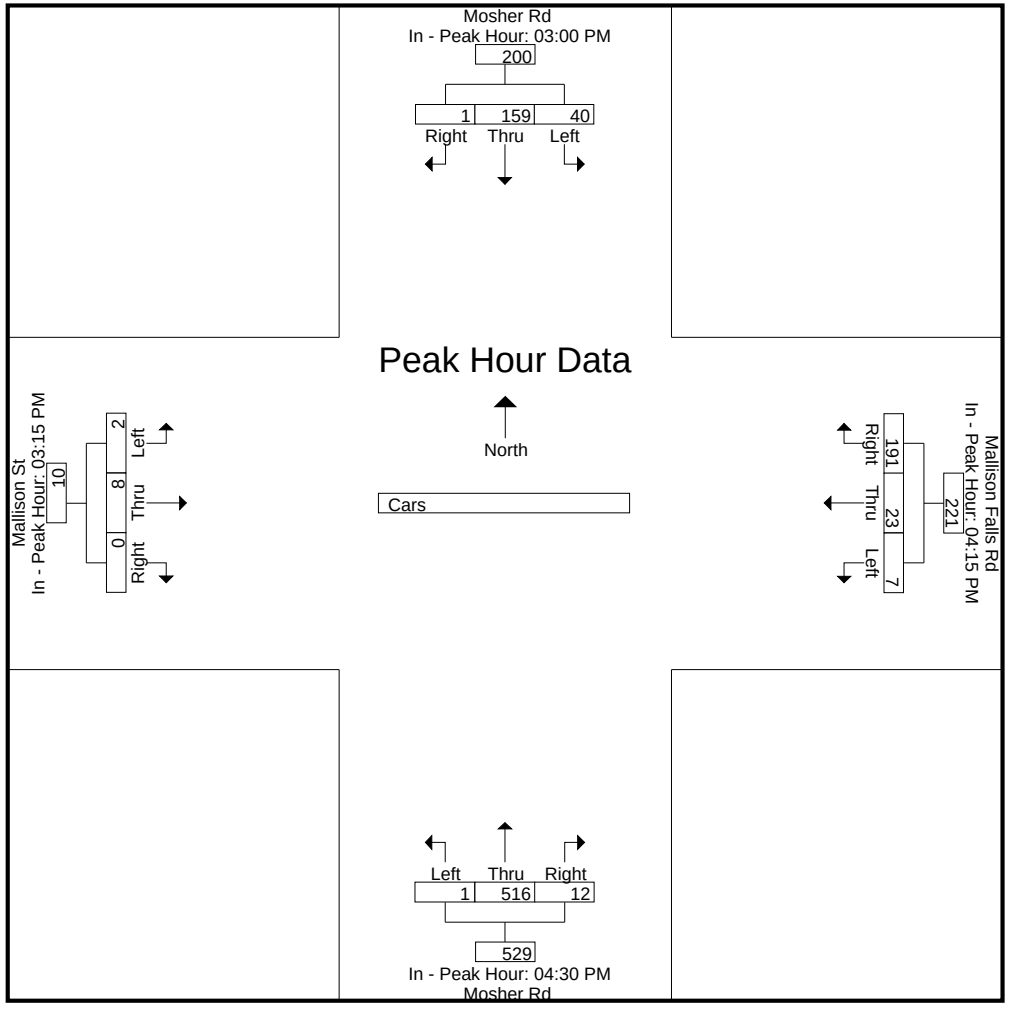
	Mosher Rd From North				Mallison Falls Rd From East				Mosher Rd From South				Mallison St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				04:15 PM				04:30 PM				03:15 PM				
+0 mins.	6	36	**1**	43	1	**10**	**56**	**67**	0	131	3	134	0	**3**	0	**3**	
+15 mins.	**12**	**46**	0	**58**	**3**	6	43	52	0	**143**	3	**146**	0	2	0	2	
+30 mins.	12	38	0	50	1	2	45	48	0	125	2	127	**1**	2	0	3	
+45 mins.	10	39	0	49	2	5	47	54	**1**	117	**4**	122	1	1	0	2	
Total Volume	40	159	1	200	7	23	191	221	1	516	12	529	2	8	0	10	
% App. Total	20	79.5	0.5		3.2	10.4	86.4		0.2	97.5	2.3		20	80	0		
PHF	.833	.864	.250	.862	.583	.575	.853	.825	.250	.902	.750	.906	.500	.667	.000	.833	

Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 4



Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 1

Groups Printed- Trucks

	Mosher Rd From North			Mallison Falls Rd From East			Mosher Rd From South			Mallison St From West			
Start Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Int. Total
03:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15 PM	0	1	1	0	0	0	0	3	0	0	0	0	5
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	1	1	0	1	0	0	5	0	0	0	0	8
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2
04:15 PM	0	1	0	0	0	0	0	1	0	0	0	0	2
04:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	5	0	0	1	0	0	1	0	0	0	0	7
05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	2	0	0	0	0	3
Grand Total	0	6	1	0	2	1	0	8	0	0	0	0	18
Apprch %	0	85.7	14.3	0	66.7	33.3	0	100	0	0	0	0	
Total %	0	33.3	5.6	0	11.1	5.6	0	44.4	0	0	0	0	

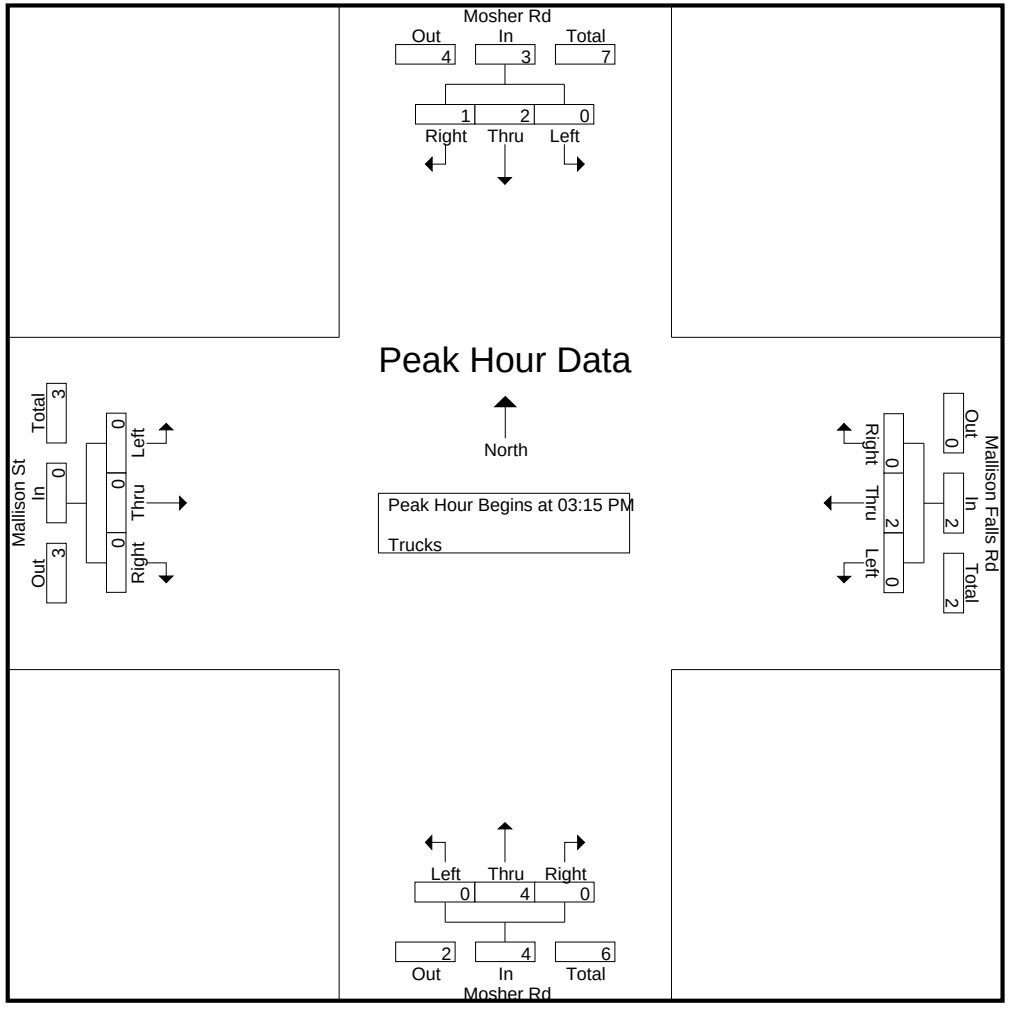
	Mosher Rd From North				Mallison Falls Rd From East				Mosher Rd From South				Mallison St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	**1**	**1**	**2**	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**5**
03:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
03:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
04:00 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	0	2	1	3	0	2	0	2	0	4	0	4	0	0	0	0	9
% App. Total	0	66.7	33.3		0	100	0		0	100	0		0	0	0		
PHF	.000	.500	.250	.375	.000	.500	.000	.500	.000	.333	.000	.333	.000	.000	.000	.000	.450

Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 2



Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 3

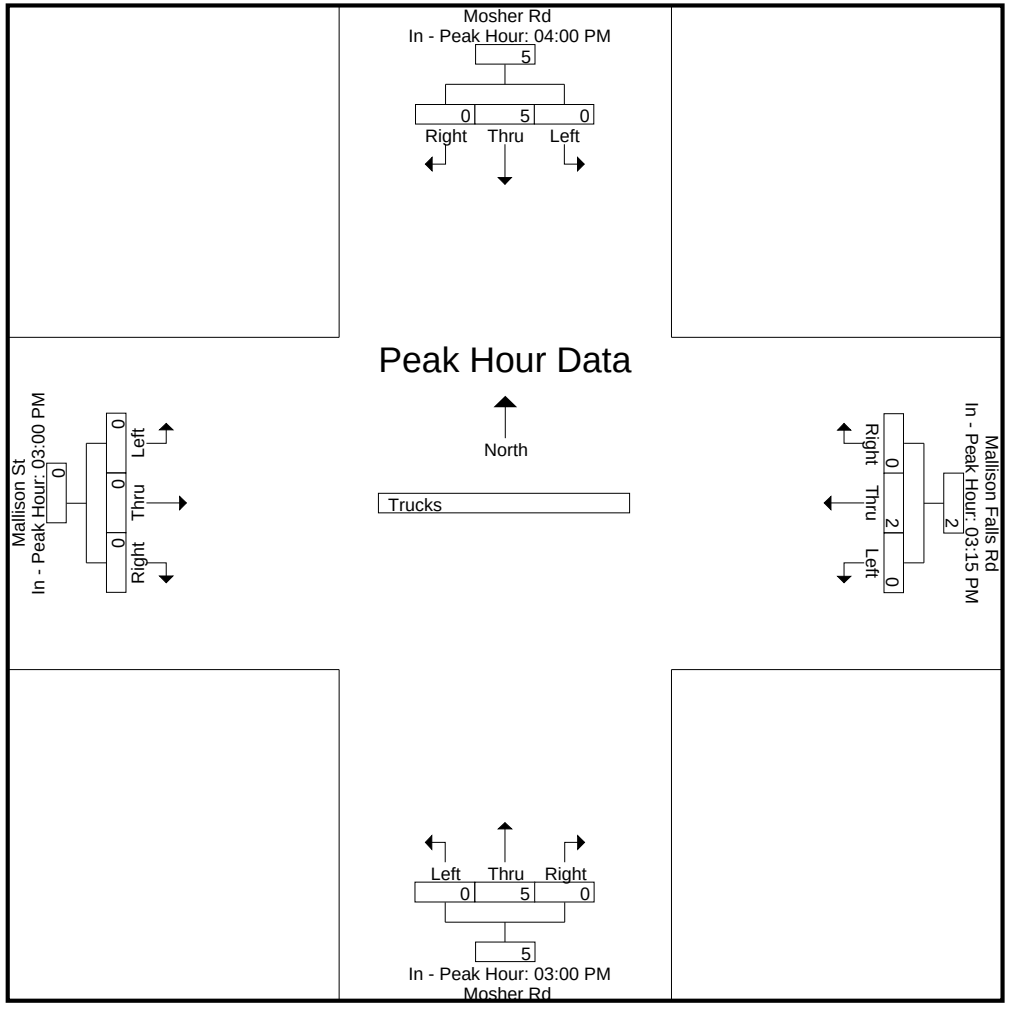
	Mosher Rd From North				Mallison Falls Rd From East				Mosher Rd From South				Mallison St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:00 PM				03:15 PM				03:00 PM				03:00 PM				
+0 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	
+15 mins.	0	1	0	1	0	0	0	0	0	**3**	0	**3**	0	0	0	0	
+30 mins.	0	**2**	0	**2**	0	**1**	0	**1**	0	1	0	1	0	0	0	0	
+45 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	
Total Volume	0	5	0	5	0	2	0	2	0	5	0	5	0	0	0	0	
% App. Total	0	100	0		0	100	0		0	100	0		0	0	0		
PHF	.000	.625	.000	.625	.000	.500	.000	.500	.000	.417	.000	.417	.000	.000	.000	.000	

Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 4



Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 1

Groups Printed- Bikes Peds

	Mosher Rd From North				Mallison Falls Rd From East				Mosher Rd From South				Mallison St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1
03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0	2
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	0	2
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	100	0	

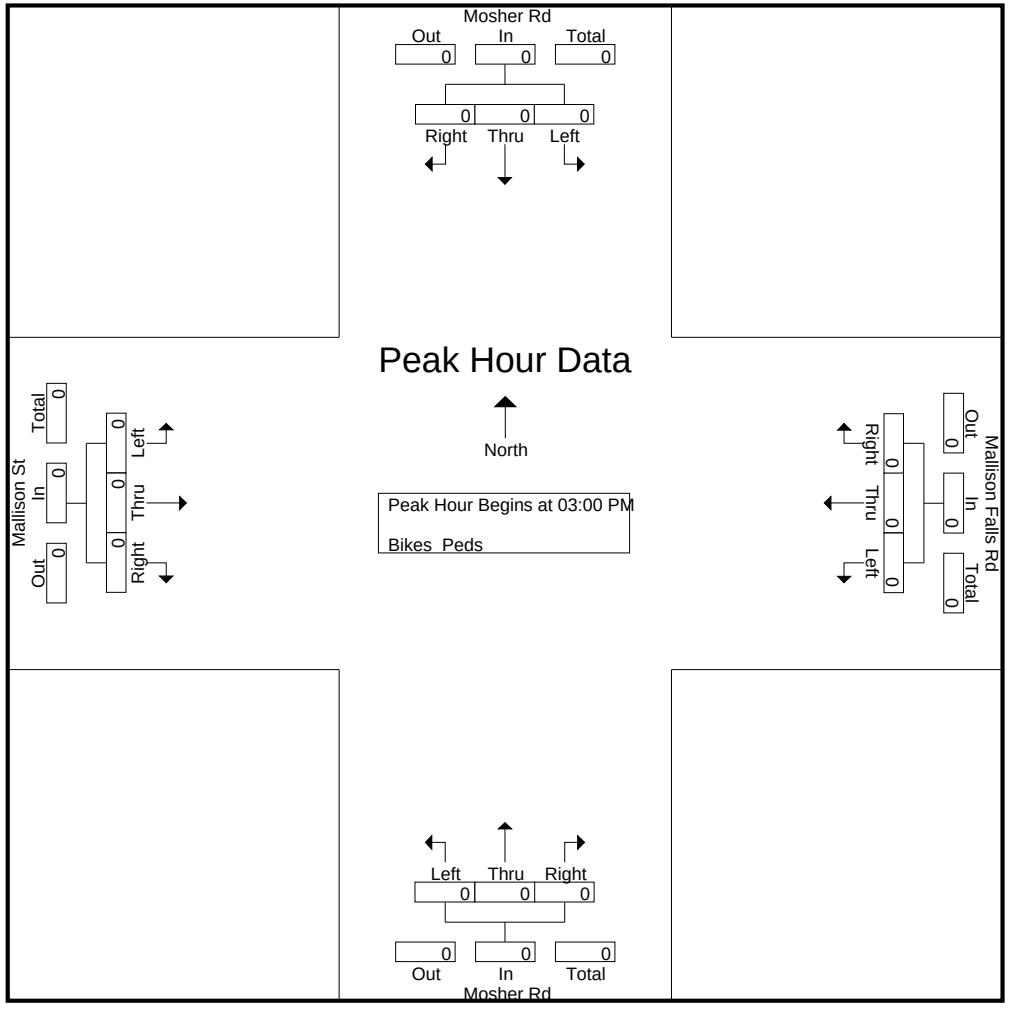
	Mosher Rd From North				Mallison Falls Rd From East				Mosher Rd From South				Mallison St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 2



Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 3

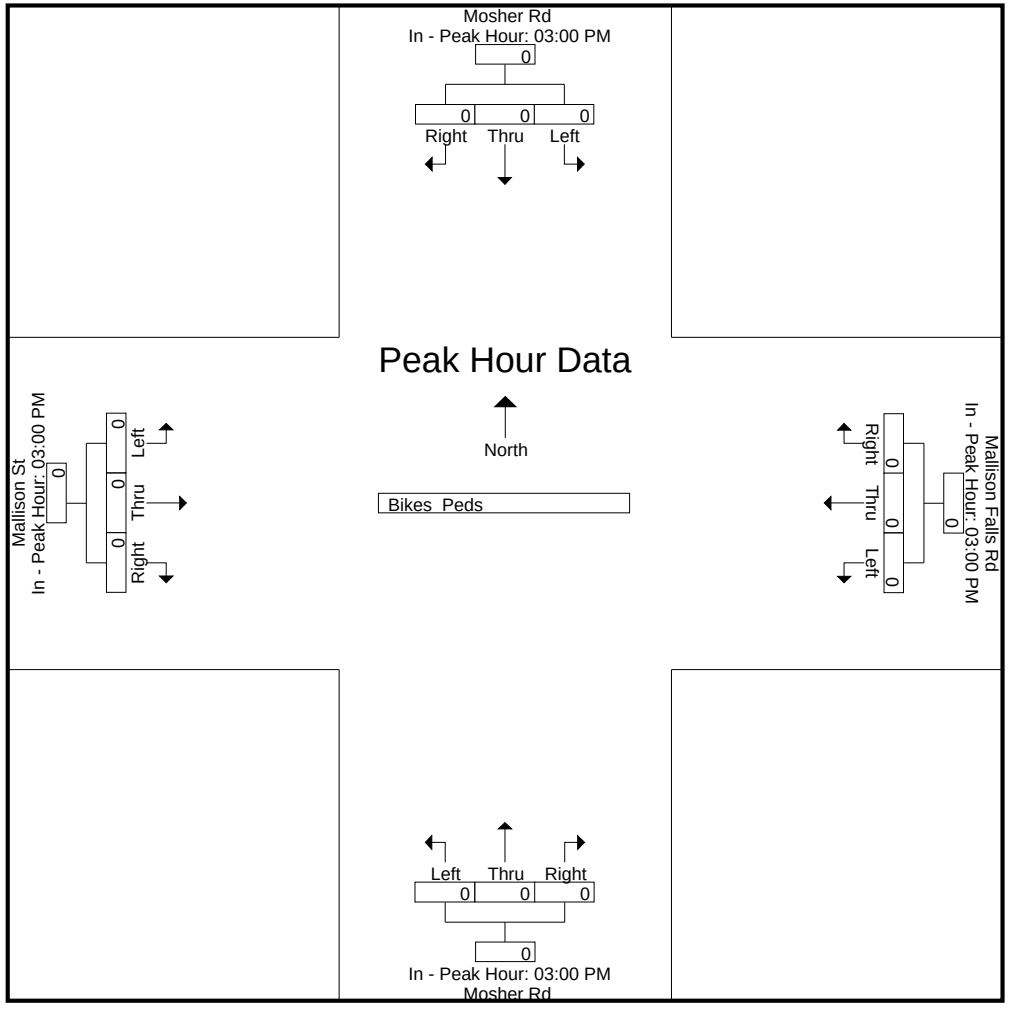
	Mosher Rd From North				Mallison Falls Rd From East				Mosher Rd From South				Mallison St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Accurate Counts

978-664-2565

N/S Street : Mosher Road
E/W Street: Mallison Falls Road
City/State : Windham, ME
Weather : Clear

File Name : 16320003
Site Code : 16320003
Start Date : 12/12/2013
Page No : 4



Accurate Counts

978-664-2565

N/S Street : Gray Road
E/W Street: Mosher Rd / Newell St
City/State : Windham, ME
Weather : Clear

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
Page No : 1

Groups Printed- Cars - Trucks

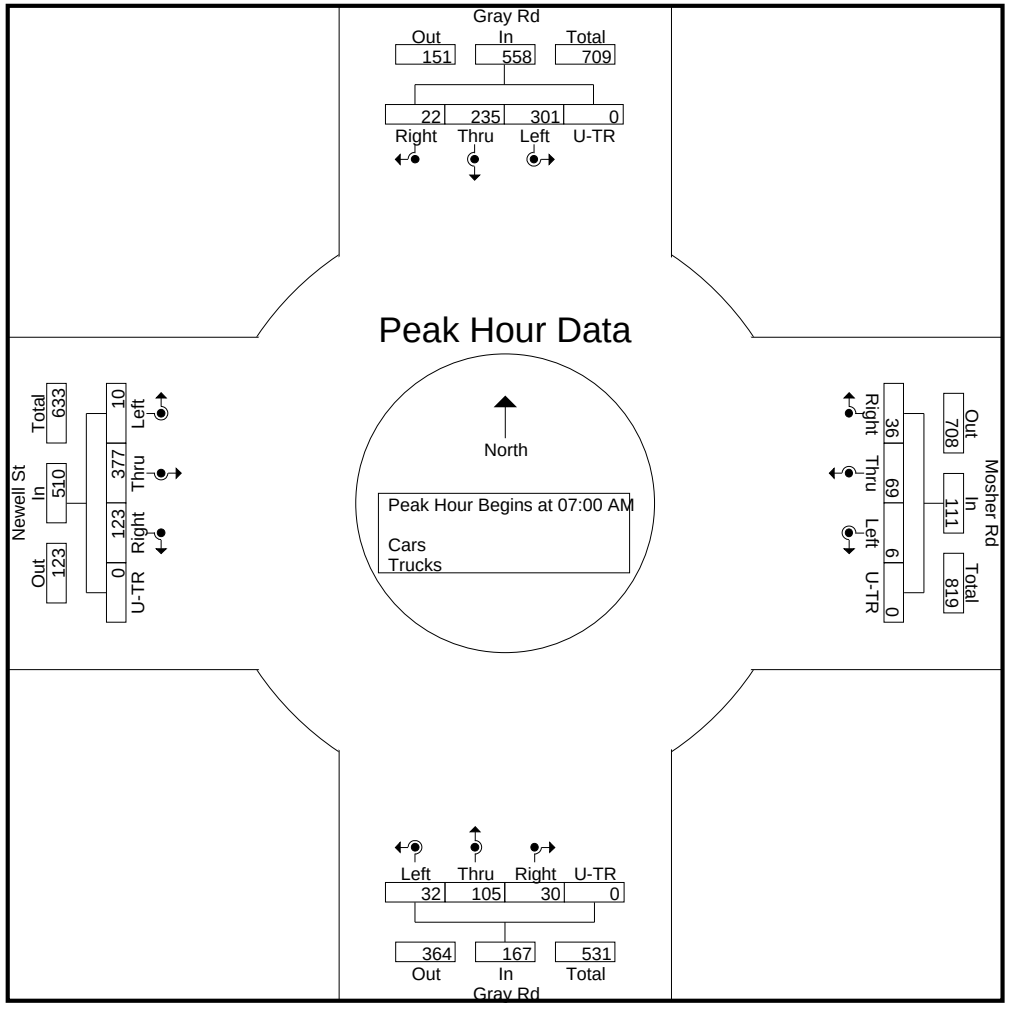
	Gray Rd From North				Mosher Rd From East				Gray Rd From South				Newell St From West				
Start Time	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Int. Total
07:00 AM	61	57	2	0	1	9	8	0	5	24	6	0	2	114	31	0	320
07:15 AM	78	67	3	0	2	19	9	0	10	28	11	0	3	105	38	0	373
07:30 AM	91	58	10	0	1	21	9	0	11	28	10	0	4	71	33	0	347
07:45 AM	71	53	7	0	2	20	10	0	6	25	3	0	1	87	21	0	306
Total	301	235	22	0	6	69	36	0	32	105	30	0	10	377	123	0	1346
08:00 AM	45	45	6	0	0	22	6	0	15	28	2	0	2	59	24	0	254
08:15 AM	56	58	6	1	0	16	12	0	11	35	2	0	2	56	17	0	272
08:30 AM	51	45	3	0	1	21	12	0	19	21	5	0	2	50	23	0	253
08:45 AM	42	42	3	0	2	9	23	0	12	30	6	0	4	40	26	0	239
Total	194	190	18	1	3	68	53	0	57	114	15	0	10	205	90	0	1018
Grand Total	495	425	40	1	9	137	89	0	89	219	45	0	20	582	213	0	2364
Apprch %	51.5	44.2	4.2	0.1	3.8	58.3	37.9	0	25.2	62	12.7	0	2.5	71.4	26.1	0	
Total %	20.9	18	1.7	0	0.4	5.8	3.8	0	3.8	9.3	1.9	0	0.8	24.6	9	0	
Cars	486	404	35	1	8	123	81	0	80	182	45	0	17	571	203	0	2236
% Cars	98.2	95.1	87.5	100	88.9	89.8	91	0	89.9	83.1	100	0	85	98.1	95.3	0	94.6
Trucks	9	21	5	0	1	14	8	0	9	37	0	0	3	11	10	0	128
% Trucks	1.8	4.9	12.5	0	11.1	10.2	9	0	10.1	16.9	0	0	15	1.9	4.7	0	5.4

	Gray Rd From North					Mosher Rd From East					Gray Rd From South					Newell St From West					
Start Time	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	61	57	2	0	120	1	9	8	0	18	5	24	6	0	35	2	**114**	31	0	**147**	320
07:15 AM	78	**67**	3	0	148	**2**	19	9	0	30	10	**28**	**11**	0	**49**	3	105	**38**	0	146	**373**
07:30 AM	**91**	58	**10**	0	**159**	1	**21**	9	0	31	**11**	28	10	0	49	**4**	71	33	0	108	347
07:45 AM	71	53	7	0	131	2	20	**10**	0	**32**	6	25	3	0	34	1	87	21	0	109	306
Total Volume	301	235	22	0	558	6	69	36	0	111	32	105	30	0	167	10	377	123	0	510	1346
% App. Total	53.9	42.1	3.9	0		5.4	62.2	32.4	0		19.2	62.9	18	0		2	73.9	24.1	0		
PHF	.827	.877	.550	.000	.877	.750	.821	.900	.000	.867	.727	.938	.682	.000	.852	.625	.827	.809	.000	.867	.902

Accurate Counts

978-664-2565

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
Page No : 2

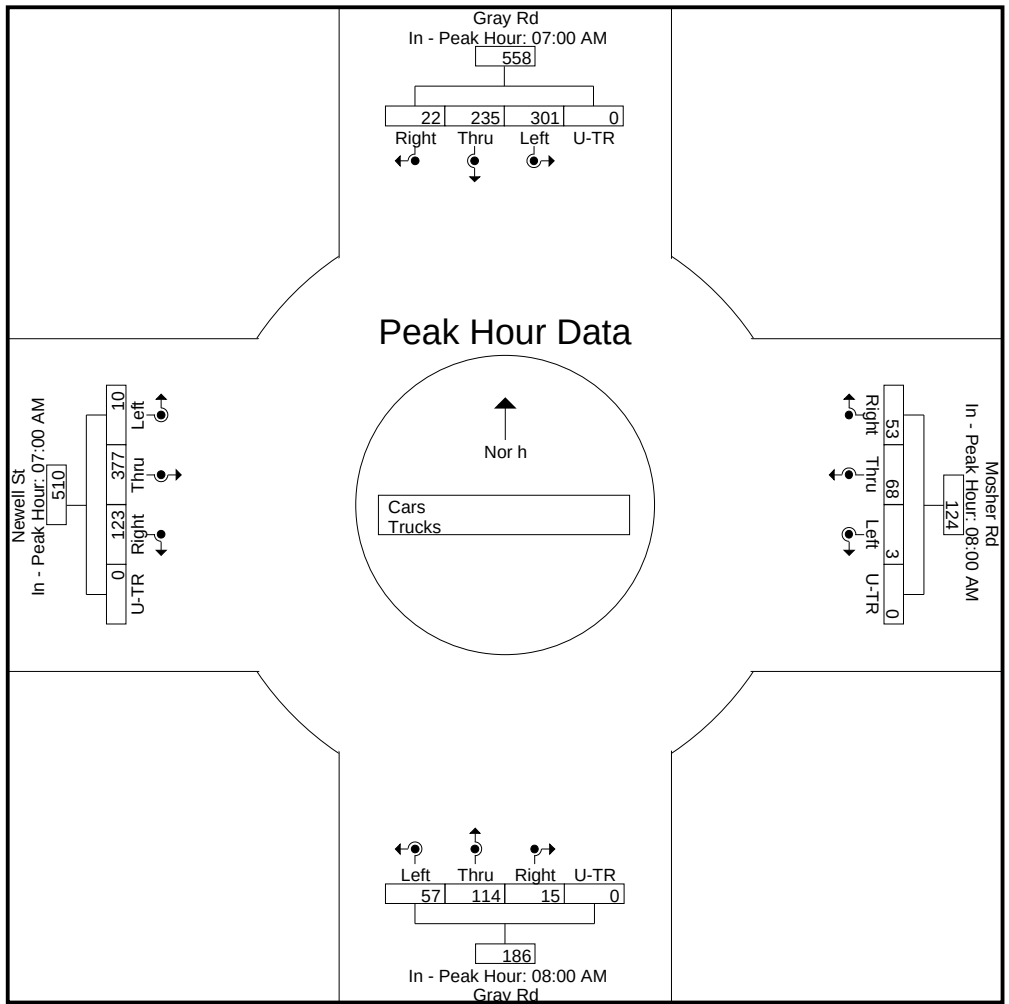


Accurate Counts

978-664-2565

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
Page No : 3

	Gray Rd From North					Mosher Rd From East					Gray Rd From South					Newell St From West					
Start Time	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					08:00 AM					08:00 AM					07:00 AM					
+0 mins.	61	57	2	0	120	0	**22**	6	0	28	15	28	2	0	45	2	**114**	31	0	**147**	
+15 mins.	78	**67**	3	0	148	0	16	12	0	28	11	**35**	2	0	**48**	3	105	**38**	0	146	
+30 mins.	**91**	58	**10**	0	**159**	1	21	12	0	**34**	**19**	21	5	0	45	**4**	71	33	0	108	
+45 mins.	71	53	7	0	131	**2**	9	**23**	0	34	12	30	**6**	0	48	1	87	21	0	109	
Total Volume	301	235	22	0	558	3	68	53	0	124	57	114	15	0	186	10	377	123	0	510	
% App. Total	53.9	42.1	3.9	0		2.4	54.8	42.7	0		30.6	61.3	8.1	0		2	73.9	24.1	0		
PHF	.827	.877	.550	.000	.877	.375	.773	.576	.000	.912	.750	.814	.625	.000	.969	.625	.827	.809	.000	.867	



Accurate Counts

978-664-2565

N/S Street : Gray Road
E/W Street: Mosher Rd / Newell St
City/State : Windham, ME
Weather : Clear

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
Page No : 1

Groups Printed- Cars

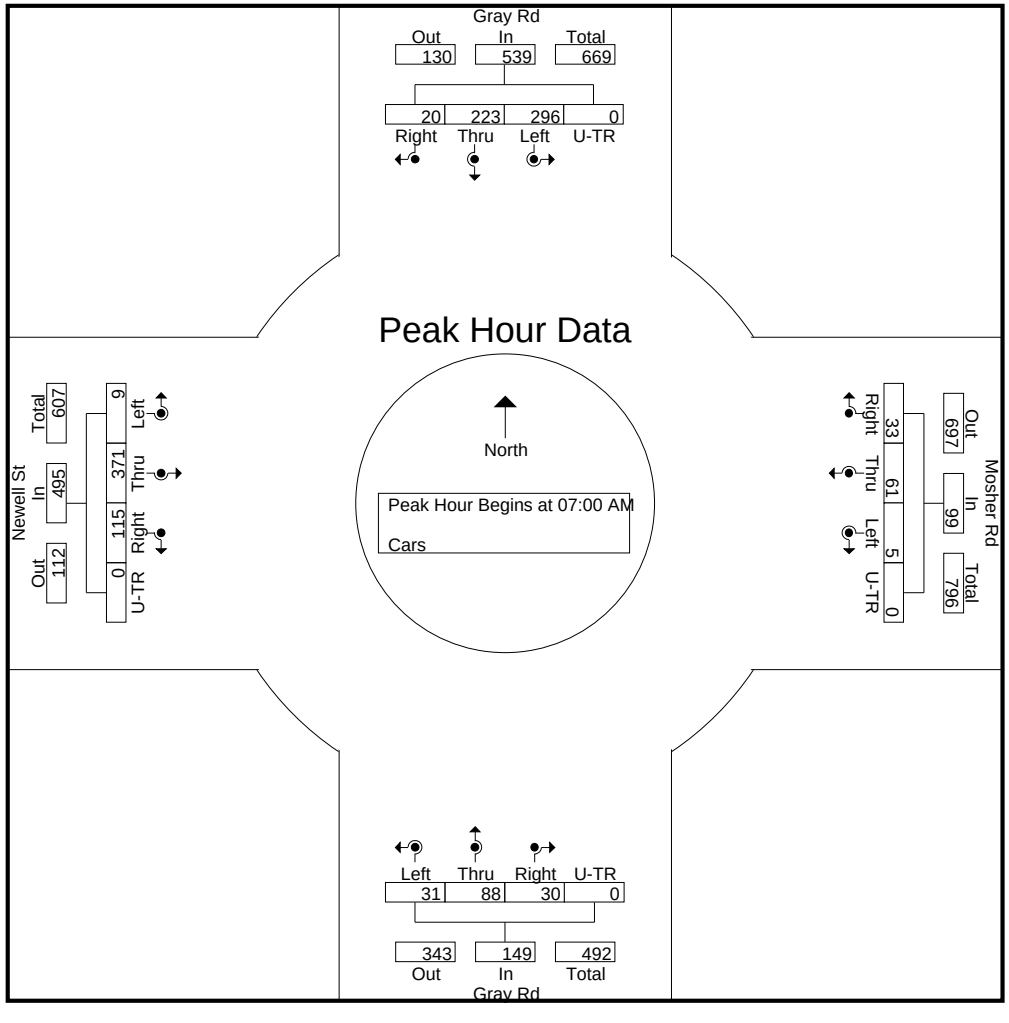
	Gray Rd From North				Mosher Rd From East				Gray Rd From South				Newell St From West				
Start Time	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Int. Total
07:00 AM	61	54	2	0	1	7	8	0	5	22	6	0	2	112	28	0	308
07:15 AM	76	66	2	0	2	17	9	0	9	21	11	0	3	103	37	0	356
07:30 AM	90	55	10	0	0	18	8	0	11	27	10	0	3	70	30	0	332
07:45 AM	69	48	6	0	2	19	8	0	6	18	3	0	1	86	20	0	286
Total	296	223	20	0	5	61	33	0	31	88	30	0	9	371	115	0	1282
08:00 AM	44	45	3	0	0	21	5	0	14	24	2	0	2	57	24	0	241
08:15 AM	56	56	6	1	0	12	10	0	10	29	2	0	1	56	17	0	256
08:30 AM	48	39	3	0	1	20	12	0	17	18	5	0	2	48	22	0	235
08:45 AM	42	41	3	0	2	9	21	0	8	23	6	0	3	39	25	0	222
Total	190	181	15	1	3	62	48	0	49	94	15	0	8	200	88	0	954
Grand Total	486	404	35	1	8	123	81	0	80	182	45	0	17	571	203	0	2236
Apprch %	52.5	43.6	3.8	0.1	3.8	58	38.2	0	26.1	59.3	14.7	0	2.1	72.2	25.7	0	
Total %	21.7	18.1	1.6	0	0.4	5.5	3.6	0	3.6	8.1	2	0	0.8	25.5	9.1	0	

	Gray Rd From North					Mosher Rd From East					Gray Rd From South					Newell St From West					
Start Time	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	61	54	2	0	117	1	7	8	0	16	5	22	6	0	33	2	**112**	28	0	142	308
07:15 AM	76	**66**	2	0	144	**2**	17	**9**	0	28	9	21	**11**	0	41	**3**	103	**37**	0	**143**	**356**
07:30 AM	**90**	55	**10**	0	**155**	0	18	8	0	26	**11**	**27**	10	0	**48**	3	70	30	0	103	332
07:45 AM	69	48	6	0	123	2	**19**	8	0	**29**	6	18	3	0	27	1	86	20	0	107	286
Total Volume	296	223	20	0	539	5	61	33	0	99	31	88	30	0	149	9	371	115	0	495	1282
% App. Total	54.9	41.4	3.7	0		5.1	61.6	33.3	0		20.8	59.1	20.1	0		1.8	74.9	23.2	0		
PHF	.822	.845	.500	.000	.869	.625	.803	.917	.000	.853	.705	.815	.682	.000	.776	.750	.828	.777	.000	.865	.900

Accurate Counts

978-664-2565

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
Page No : 2

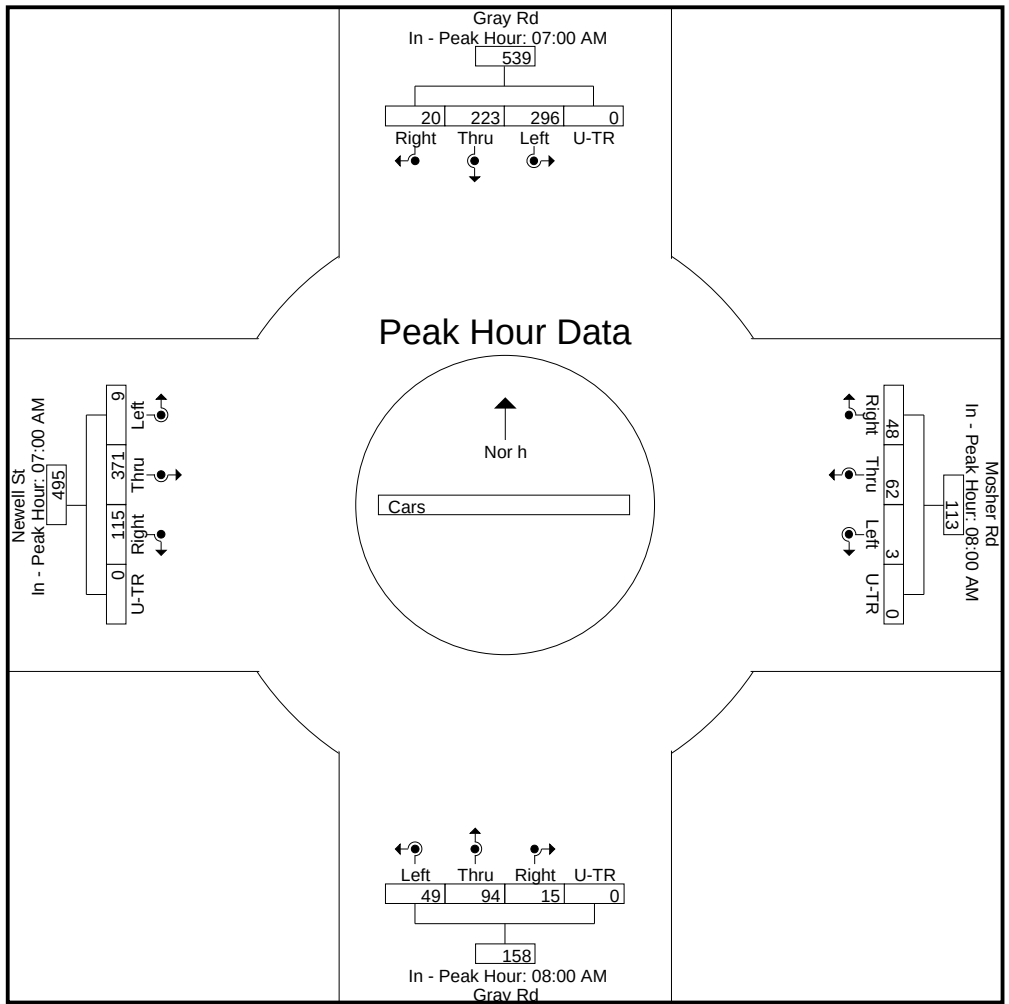


Accurate Counts

978-664-2565

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
Page No : 3

	Gray Rd From North					Mosher Rd From East					Gray Rd From South					Newell St From West					
Start Time	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					08:00 AM					08:00 AM					07:00 AM					
+0 mins.	61	54	2	0	117	0	**21**	5	0	26	14	24	2	0	40	2	**112**	28	0	142	
+15 mins.	76	**66**	2	0	144	0	12	10	0	22	10	**29**	2	0	**41**	**3**	103	**37**	0	**143**	
+30 mins.	**90**	55	**10**	0	**155**	1	20	12	0	**33**	**17**	18	5	0	40	3	70	30	0	103	
+45 mins.	69	48	6	0	123	**2**	9	**21**	0	32	8	23	**6**	0	37	1	86	20	0	107	
Total Volume	296	223	20	0	539	3	62	48	0	113	49	94	15	0	158	9	371	115	0	495	
% App. Total	54.9	41.4	3.7	0		2.7	54.9	42.5	0		31	59.5	9.5	0		1.8	74.9	23.2	0		
PHF	.822	.845	.500	.000	.869	.375	.738	.571	.000	.856	.721	.810	.625	.000	.963	.750	.828	.777	.000	.865	



Accurate Counts

978-664-2565

N/S Street : Gray Road
E/W Street: Mosher Rd / Newell St
City/State : Windham, ME
Weather : Clear

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
Page No : 1

Groups Printed- Trucks

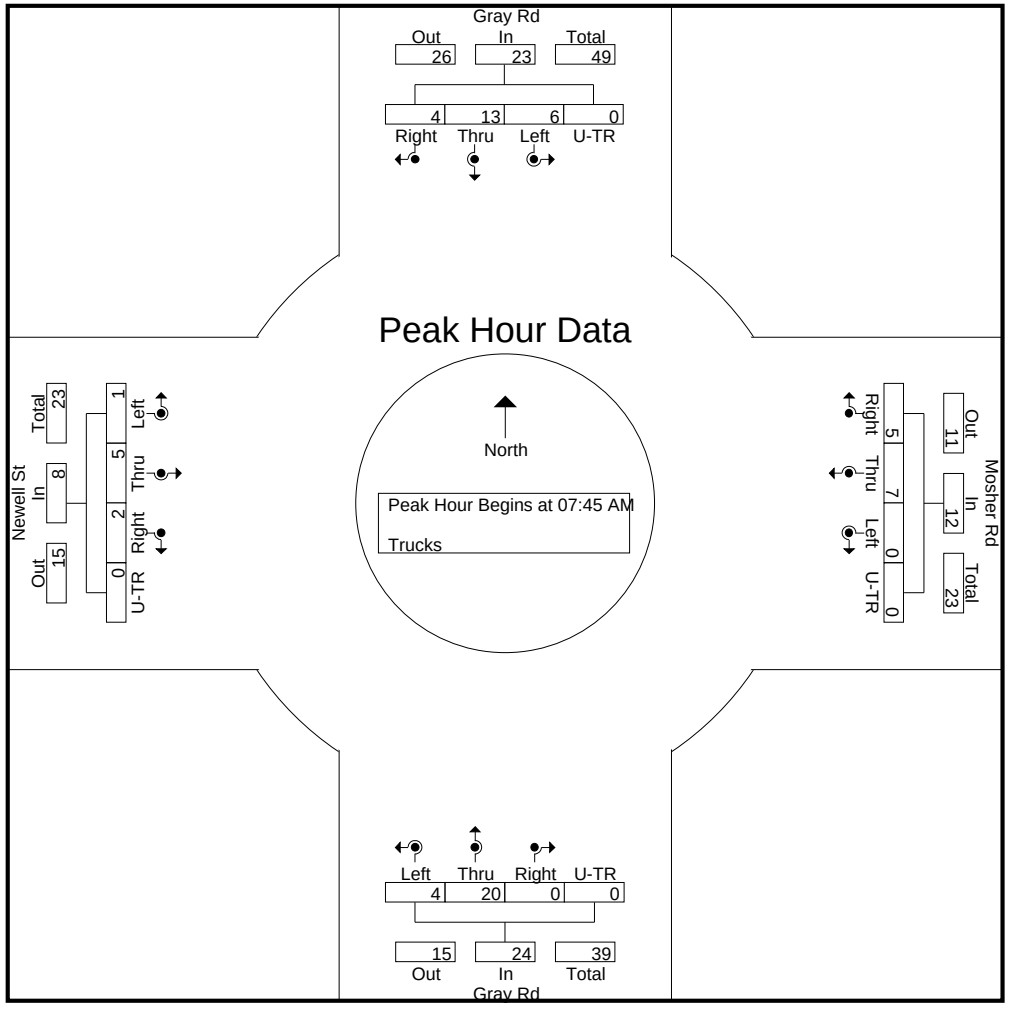
	Gray Rd From North				Mosher Rd From East				Gray Rd From South				Newell St From West				
Start Time	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Int. Total
07:00 AM	0	3	0	0	0	2	0	0	0	2	0	0	0	2	3	0	12
07:15 AM	2	1	1	0	0	2	0	0	1	7	0	0	0	2	1	0	17
07:30 AM	1	3	0	0	1	3	1	0	0	1	0	0	1	1	3	0	15
07:45 AM	2	5	1	0	0	1	2	0	0	7	0	0	0	1	1	0	20
Total	5	12	2	0	1	8	3	0	1	17	0	0	1	6	8	0	64
08:00 AM	1	0	3	0	0	1	1	0	1	4	0	0	0	2	0	0	13
08:15 AM	0	2	0	0	0	4	2	0	1	6	0	0	1	0	0	0	16
08:30 AM	3	6	0	0	0	1	0	0	2	3	0	0	0	2	1	0	18
08:45 AM	0	1	0	0	0	0	2	0	4	7	0	0	1	1	1	0	17
Total	4	9	3	0	0	6	5	0	8	20	0	0	2	5	2	0	64
Grand Total	9	21	5	0	1	14	8	0	9	37	0	0	3	11	10	0	128
Apprch %	25.7	60	14.3	0	4.3	60.9	34.8	0	19.6	80.4	0	0	12.5	45.8	41.7	0	
Total %	7	16.4	3.9	0	0.8	10.9	6.2	0	7	28.9	0	0	2.3	8.6	7.8	0	

	Gray Rd From North					Mosher Rd From East					Gray Rd From South					Newell St From West					
Start Time	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	2	5	1	0	8	0	1	**2**	0	3	0	**7**	0	0	**7**	0	1	**1**	0	2	**20**
08:00 AM	1	0	**3**	0	4	0	1	1	0	2	1	4	0	0	5	0	**2**	0	0	2	13
08:15 AM	0	2	0	0	2	0	**4**	2	0	**6**	1	6	0	0	7	**1**	0	0	0	1	16
08:30 AM	**3**	**6**	0	0	**9**	0	1	0	0	1	**2**	3	0	0	5	0	2	1	0	**3**	18
Total Volume	6	13	4	0	23	0	7	5	0	12	4	20	0	0	24	1	5	2	0	8	67
% App. Total	26.1	56.5	17.4	0		0	58.3	41.7	0		16.7	83.3	0	0		12.5	62.5	25	0		
PHF	.500	.542	.333	.000	.639	.000	.438	.625	.000	.500	.500	.714	.000	.000	.857	.250	.625	.500	.000	.667	.838

Accurate Counts

978-664-2565

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
Page No : 2

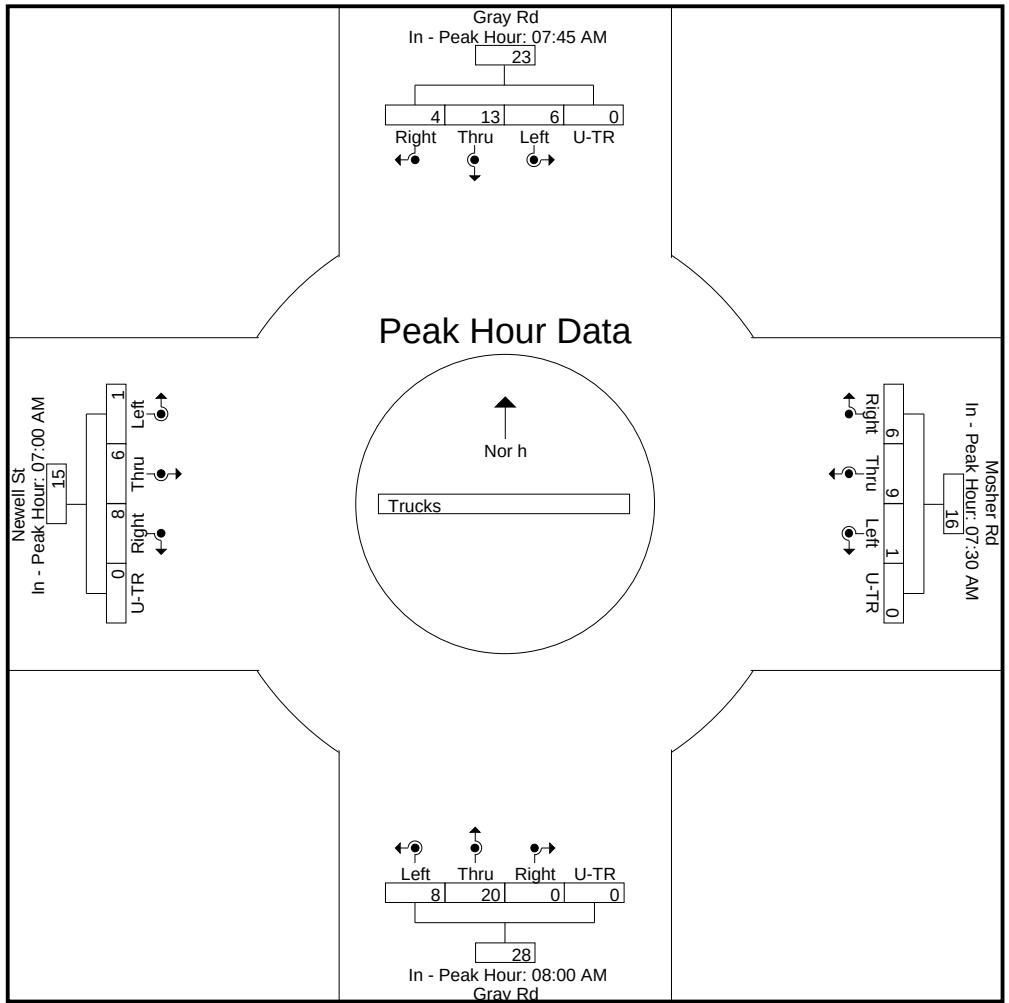


Accurate Counts

978-664-2565

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
Page No : 3

	Gray Rd From North					Mosher Rd From East					Gray Rd From South					Newell St From West					
Start Time	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:45 AM					07:30 AM					08:00 AM					07:00 AM					
+0 mins.	2	5	1	0	8	**1**	3	1	0	5	1	4	0	0	5	0	**2**	**3**	0	**5**	
+15 mins.	1	0	**3**	0	4	0	1	**2**	0	3	1	6	0	0	7	0	2	1	0	3	
+30 mins.	0	2	0	0	2	0	1	1	0	2	2	3	0	0	5	**1**	1	3	0	5	
+45 mins.	**3**	**6**	0	0	**9**	0	**4**	2	0	**6**	**4**	**7**	0	0	**11**	0	1	1	0	2	
Total Volume	6	13	4	0	23	1	9	6	0	16	8	20	0	0	28	1	6	8	0	15	
% App. Total	26.1	56.5	17.4	0		6.2	56.2	37.5	0		28.6	71.4	0	0		6.7	40	53.3	0		
PHF	.500	.542	.333	.000	.639	.250	.563	.750	.000	.667	.500	.714	.000	.000	.636	.250	.750	.667	.000	.750	



Accurate Counts

978-664-2565

N/S Street : Gray Road
E/W Street: Mosher Rd / Newell St
City/State : Windham, ME
Weather : Clear

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
Page No : 1

Groups Printed- Cars - Trucks

	Gray Rd From North				Mosher Rd From East				Gray Rd From South				Newell St From West				
Start Time	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Int. Total
03:00 PM	26	43	5	0	7	29	33	1	15	26	4	1	1	17	13	0	221
03:15 PM	19	45	2	0	6	53	56	0	15	30	4	0	3	36	17	0	286
03:30 PM	23	44	5	1	2	45	49	0	17	42	2	0	4	36	11	0	281
03:45 PM	14	41	6	0	4	69	56	0	24	40	5	0	3	28	15	0	305
Total	82	173	18	1	19	196	194	1	71	138	15	1	11	117	56	0	1093
04:00 PM	10	46	10	0	5	82	63	0	14	45	5	0	5	26	13	0	324
04:15 PM	19	29	6	0	7	88	76	0	27	43	1	0	9	20	16	0	341
04:30 PM	14	41	8	0	5	70	91	0	51	47	7	0	4	33	11	0	382
04:45 PM	15	45	4	0	9	104	80	0	28	45	1	0	3	21	18	0	373
Total	58	161	28	0	26	344	310	0	120	180	14	0	21	100	58	0	1420
05:00 PM	15	36	10	0	8	89	64	0	39	37	2	0	3	24	11	0	338
05:15 PM	17	39	5	0	7	89	73	0	43	32	1	0	4	24	23	0	357
05:30 PM	20	23	4	0	4	106	56	0	33	38	0	1	5	19	15	0	324
05:45 PM	17	34	7	0	6	111	51	0	32	39	5	0	3	37	10	0	352
Total	69	132	26	0	25	395	244	0	147	146	8	1	15	104	59	0	1371
Grand Total	209	466	72	1	70	935	748	1	338	464	37	2	47	321	173	0	3884
Apprch %	27.9	62.3	9.6	0.1	4	53.3	42.6	0.1	40.2	55.2	4.4	0.2	8.7	59.3	32	0	
Total %	5.4	12	1.9	0	1.8	24.1	19.3	0	8.7	11.9	1	0.1	1.2	8.3	4.5	0	
Cars	203	436	66	1	70	929	741	1	332	446	37	2	43	314	164	0	3785
% Cars	97.1	93.6	91.7	100	100	99.4	99.1	100	98.2	96.1	100	100	91.5	97.8	94.8	0	97.5
Trucks	6	30	6	0	0	6	7	0	6	18	0	0	4	7	9	0	99
% Trucks	2.9	6.4	8.3	0	0	0.6	0.9	0	1.8	3.9	0	0	8.5	2.2	5.2	0	2.5

	Gray Rd From North					Mosher Rd From East					Gray Rd From South					Newell St From West					
Start Time	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	14	41	8	0	63	5	70	**91**	0	166	**51**	**47**	**7**	0	**105**	**4**	**33**	11	0	48	**382**
04:45 PM	15	**45**	4	0	**64**	**9**	**104**	80	0	**193**	28	45	1	0	74	3	21	18	0	42	373
05:00 PM	15	36	**10**	0	61	8	89	64	0	161	39	37	2	0	78	3	24	11	0	38	338
05:15 PM	**17**	39	5	0	61	7	89	73	0	169	43	32	1	0	76	4	24	**23**	0	**51**	357
Total Volume	61	161	27	0	249	29	352	308	0	689	161	161	11	0	333	14	102	63	0	179	1450
% App. Total	24.5	64.7	10.8	0		4.2	51.1	44.7	0		48.3	48.3	3.3	0		7.8	57	35.2	0		
PHF	.897	.894	.675	.000	.973	.806	.846	.846	.000	.892	.789	.856	.393	.000	.793	.875	.773	.685	.000	.877	.949

Accurate Counts

978-664-2565

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
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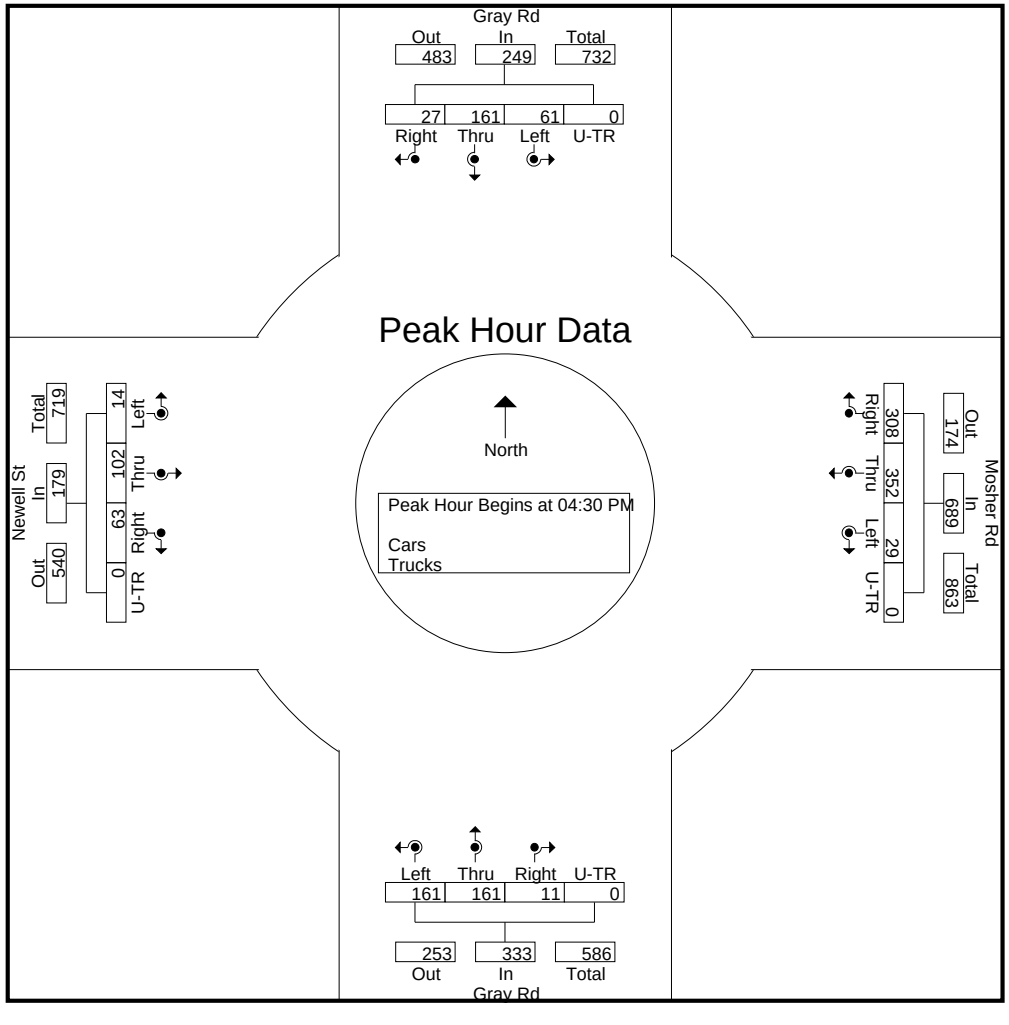

Accurate Counts

978-664-2565

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
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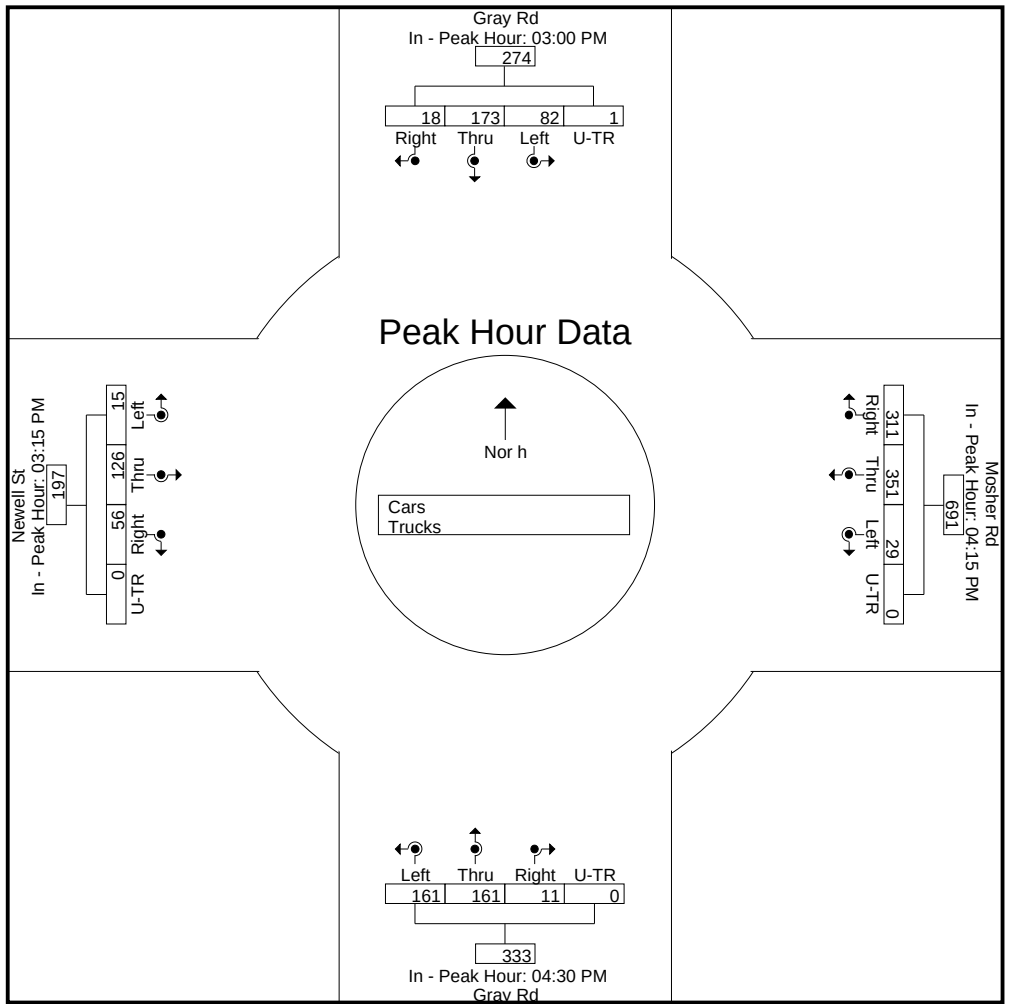
	Gray Rd From North					Mosher Rd From East					Gray Rd From South					Newell St From West					
Start Time	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:00 PM					04:15 PM					04:30 PM					03:15 PM					
+0 mins.	**26**	43	5	0	**74**	7	88	76	0	171	**51**	**47**	**7**	0	**105**	3	**36**	**17**	0	**56**	
+15 mins.	19	**45**	2	0	66	5	70	**91**	0	166	28	45	1	0	74	4	36	11	0	51	
+30 mins.	23	44	5	**1**	73	**9**	**104**	80	0	**193**	39	37	2	0	78	3	28	15	0	46	
+45 mins.	14	41	**6**	0	61	8	89	64	0	161	43	32	1	0	76	**5**	26	13	0	44	
Total Volume	82	173	18	1	274	29	351	311	0	691	161	161	11	0	333	15	126	56	0	197	
% App. Total	29.9	63.1	6.6	0.4		4.2	50.8	45	0		48.3	48.3	3.3	0		7.6	64	28.4	0		
PHF	.788	.961	.750	.250	.926	.806	.844	.854	.000	.895	.789	.856	.393	.000	.793	.750	.875	.824	.000	.879	



Accurate Counts

978-664-2565

N/S Street : Gray Road
E/W Street: Mosher Rd / Newell St
City/State : Windham, ME
Weather : Clear

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
Page No : 1

Groups Printed- Cars

	Gray Rd From North				Mosher Rd From East				Gray Rd From South				Newell St From West				
Start Time	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Int. Total
03:00 PM	25	37	5	0	7	29	31	1	15	24	4	1	1	16	9	0	205
03:15 PM	18	44	1	0	6	52	53	0	13	23	4	0	3	35	15	0	267
03:30 PM	22	39	5	1	2	44	49	0	17	40	2	0	4	36	9	0	270
03:45 PM	14	39	5	0	4	69	56	0	23	39	5	0	2	28	15	0	299
Total	79	159	16	1	19	194	189	1	68	126	15	1	10	115	48	0	1041
04:00 PM	9	40	9	0	5	81	63	0	14	42	5	0	4	25	13	0	310
04:15 PM	19	27	4	0	7	88	75	0	25	41	1	0	7	19	16	0	329
04:30 PM	12	38	7	0	5	70	91	0	51	47	7	0	4	32	10	0	374
04:45 PM	15	44	4	0	9	103	80	0	28	45	1	0	3	20	18	0	370
Total	55	149	24	0	26	342	309	0	118	175	14	0	18	96	57	0	1383
05:00 PM	15	34	10	0	8	88	64	0	39	36	2	0	3	23	11	0	333
05:15 PM	17	38	5	0	7	88	73	0	43	32	1	0	4	24	23	0	355
05:30 PM	20	22	4	0	4	106	55	0	33	38	0	1	5	19	15	0	322
05:45 PM	17	34	7	0	6	111	51	0	31	39	5	0	3	37	10	0	351
Total	69	128	26	0	25	393	243	0	146	145	8	1	15	103	59	0	1361
Grand Total	203	436	66	1	70	929	741	1	332	446	37	2	43	314	164	0	3785
Apprch %	28.8	61.8	9.3	0.1	4	53.4	42.6	0.1	40.6	54.6	4.5	0.2	8.3	60.3	31.5	0	
Total %	5.4	11.5	1.7	0	1.8	24.5	19.6	0	8.8	11.8	1	0.1	1.1	8.3	4.3	0	

	Gray Rd From North					Mosher Rd From East					Gray Rd From South					Newell St From West					
Start Time	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	12	38	7	0	57	5	70	**91**	0	166	**51**	**47**	**7**	0	**105**	**4**	**32**	10	0	46	**374**
04:45 PM	15	**44**	4	0	**63**	**9**	**103**	80	0	**192**	28	45	1	0	74	3	20	18	0	41	370
05:00 PM	15	34	**10**	0	59	8	88	64	0	160	39	36	2	0	77	3	23	11	0	37	333
05:15 PM	**17**	38	5	0	60	7	88	73	0	168	43	32	1	0	76	4	24	**23**	0	**51**	355
Total Volume	59	154	26	0	239	29	349	308	0	686	161	160	11	0	332	14	99	62	0	175	1432
% App. Total	24.7	64.4	10.9	0		4.2	50.9	44.9	0		48.5	48.2	3.3	0		8	56.6	35.4	0		
PHF	.868	.875	.650	.000	.948	.806	.847	.846	.000	.893	.789	.851	.393	.000	.790	.875	.773	.674	.000	.858	.957

Accurate Counts

978-664-2565

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
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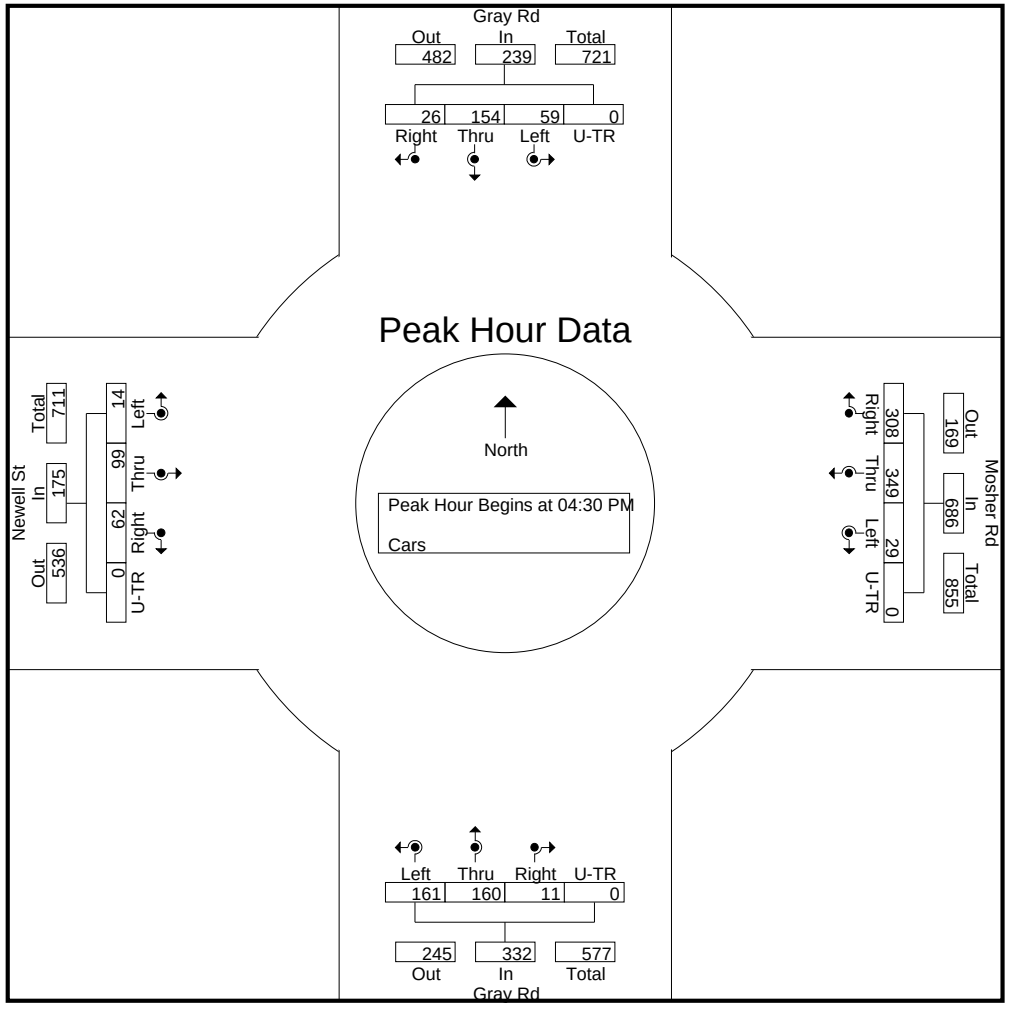

Accurate Counts

978-664-2565

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
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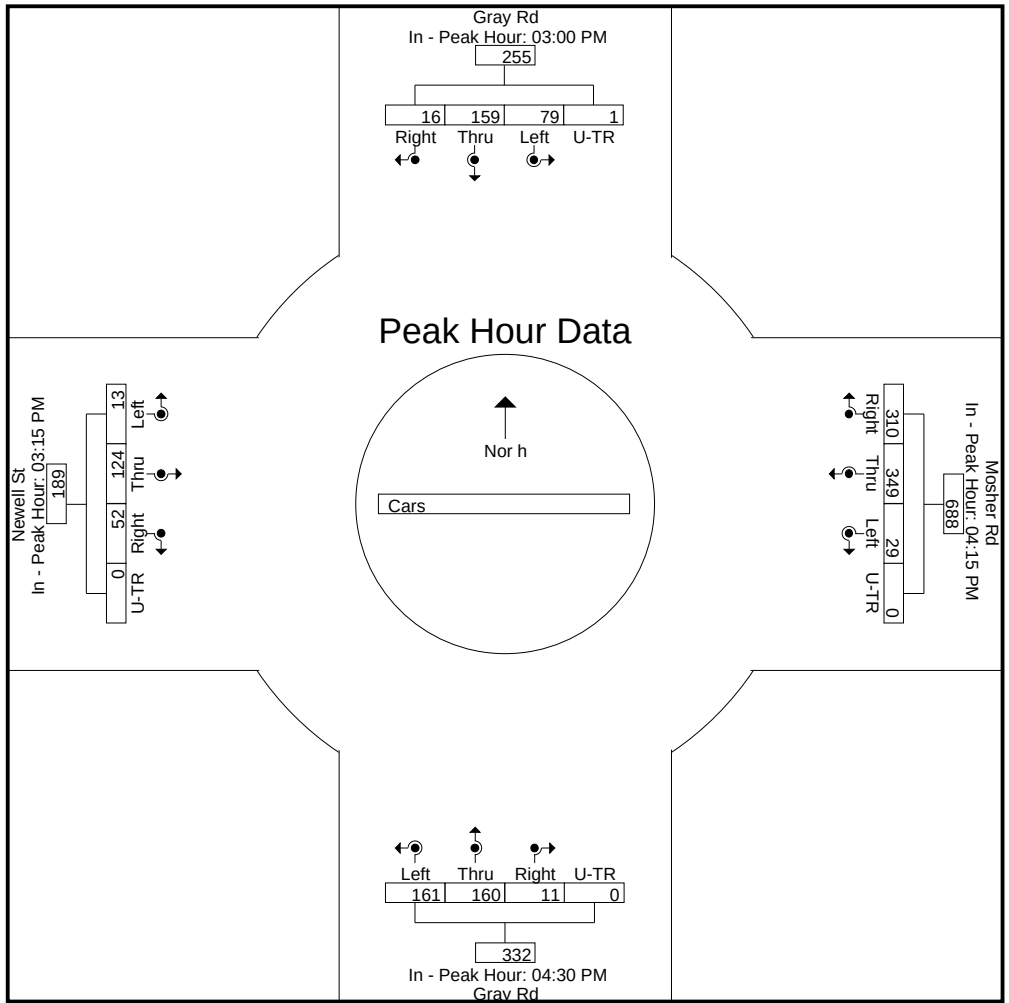
	Gray Rd From North					Mosher Rd From East					Gray Rd From South					Newell St From West					
Start Time	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:00 PM					04:15 PM					04:30 PM					03:15 PM					
+0 mins.	**25**	37	**5**	0	**67**	7	88	75	0	170	**51**	**47**	**7**	0	**105**	3	35	**15**	0	**53**	
+15 mins.	18	**44**	1	0	63	5	70	**91**	0	166	28	45	1	0	74	**4**	**36**	9	0	49	
+30 mins.	22	39	5	**1**	67	**9**	**103**	80	0	**192**	39	36	2	0	77	2	28	15	0	45	
+45 mins.	14	39	5	0	58	8	88	64	0	160	43	32	1	0	76	4	25	13	0	42	
Total Volume	79	159	16	1	255	29	349	310	0	688	161	160	11	0	332	13	124	52	0	189	
% App. Total	31	62.4	6.3	0.4		4.2	50.7	45.1	0		48.5	48.2	3.3	0		6.9	65.6	27.5	0		
PHF	.790	.903	.800	.250	.951	.806	.847	.852	.000	.896	.789	.851	.393	.000	.790	.813	.861	.867	.000	.892	



Accurate Counts

978-664-2565

N/S Street : Gray Road
E/W Street: Mosher Rd / Newell St
City/State : Windham, ME
Weather : Clear

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
Page No : 1

Groups Printed- Trucks

	Gray Rd From North				Mosher Rd From East				Gray Rd From South				Newell St From West				
Start Time	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Int. Total
03:00 PM	1	6	0	0	0	0	2	0	0	2	0	0	0	1	4	0	16
03:15 PM	1	1	1	0	0	1	3	0	2	7	0	0	0	1	2	0	19
03:30 PM	1	5	0	0	0	1	0	0	0	2	0	0	0	0	2	0	11
03:45 PM	0	2	1	0	0	0	0	0	1	1	0	0	1	0	0	0	6
Total	3	14	2	0	0	2	5	0	3	12	0	0	1	2	8	0	52
04:00 PM	1	6	1	0	0	1	0	0	0	3	0	0	1	1	0	0	14
04:15 PM	0	2	2	0	0	0	1	0	2	2	0	0	2	1	0	0	12
04:30 PM	2	3	1	0	0	0	0	0	0	0	0	0	0	1	1	0	8
04:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	3
Total	3	12	4	0	0	2	1	0	2	5	0	0	3	4	1	0	37
05:00 PM	0	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	5
05:15 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Total	0	4	0	0	0	2	1	0	1	1	0	0	0	1	0	0	10
Grand Total	6	30	6	0	0	6	7	0	6	18	0	0	4	7	9	0	99
Apprch %	14.3	71.4	14.3	0	0	46.2	53.8	0	25	75	0	0	20	35	45	0	
Total %	6.1	30.3	6.1	0	0	6.1	7.1	0	6.1	18.2	0	0	4	7.1	9.1	0	

	Gray Rd From North					Mosher Rd From East					Gray Rd From South					Newell St From West					
Start Time	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	**1**	**6**	0	0	**7**	0	0	2	0	2	0	2	0	0	2	0	**1**	**4**	0	**5**	16
03:15 PM	1	1	**1**	0	3	0	**1**	**3**	0	**4**	**2**	**7**	0	0	**9**	0	1	2	0	3	**19**
03:30 PM	1	5	0	0	6	0	1	0	0	1	0	2	0	0	2	0	0	2	0	2	11
03:45 PM	0	2	1	0	3	0	0	0	0	0	1	1	0	0	2	**1**	0	0	0	1	6
Total Volume	3	14	2	0	19	0	2	5	0	7	3	12	0	0	15	1	2	8	0	11	52
% App. Total	15.8	73.7	10.5	0		0	28.6	71.4	0		20	80	0	0		9.1	18.2	72.7	0		
PHF	.750	.583	.500	.000	.679	.000	.500	.417	.000	.438	.375	.429	.000	.000	.417	.250	.500	.500	.000	.550	.684

Accurate Counts

978-664-2565

File Name : 16320004
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Start Date : 12/12/2013
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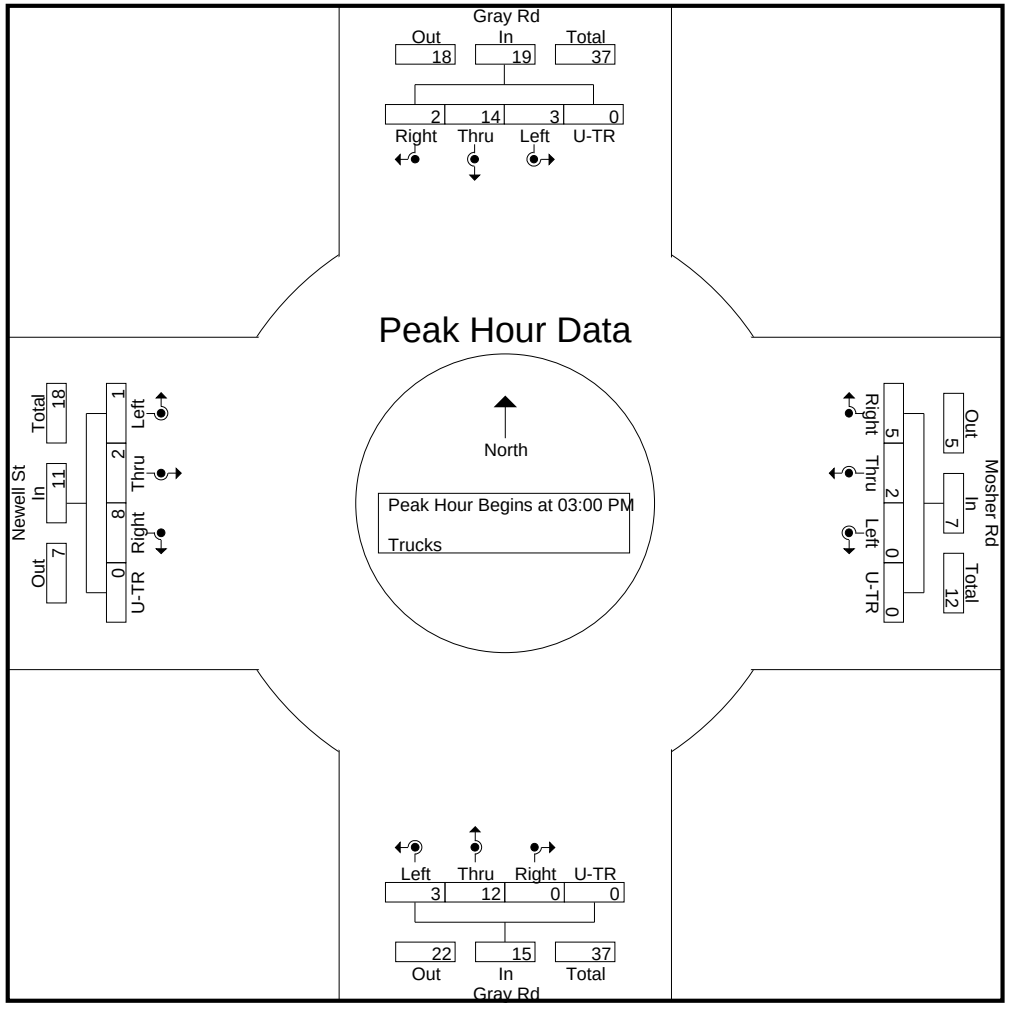
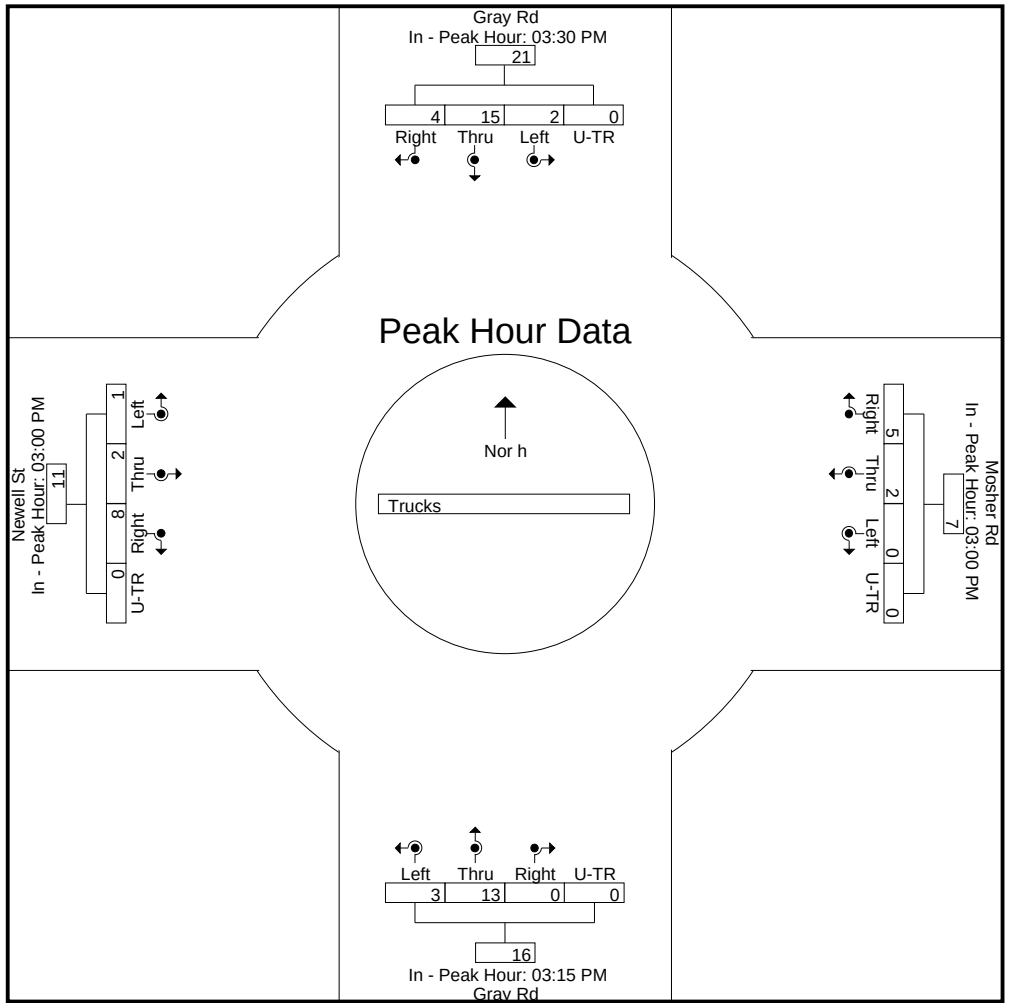


Accurate Counts

978-664-2565

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
Page No : 3

	Gray Rd From North					Mosher Rd From East					Gray Rd From South					Newell St From West					
Start Time	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:30 PM					03:00 PM					03:15 PM					03:00 PM					
+0 mins.	**1**	5	0	0	6	0	0	2	0	2	**2**	**7**	0	0	**9**	0	**1**	**4**	0	**5**	
+15 mins.	0	2	1	0	3	0	**1**	**3**	0	**4**	0	2	0	0	2	0	1	2	0	3	
+30 mins.	1	**6**	1	0	**8**	0	1	0	0	1	1	1	0	0	2	0	0	2	0	2	
+45 mins.	0	2	**2**	0	4	0	0	0	0	0	0	3	0	0	3	**1**	0	0	0	1	
Total Volume	2	15	4	0	21	0	2	5	0	7	3	13	0	0	16	1	2	8	0	11	
% App. Total	9.5	71.4	19	0		0	28.6	71.4	0		18.8	81.2	0	0		9.1	18.2	72.7	0		
PHF	.500	.625	.500	.000	.656	.000	.500	.417	.000	.438	.375	.464	.000	.000	.444	.250	.500	.500	.000	.550	



Accurate Counts

978-664-2565

N/S Street : Gray Road
E/W Street: Mosher Rd / Newell St
City/State : Windham, ME
Weather : Clear

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
Page No : 1

Groups Printed- Bikes Peds

	Gray Rd From North				Mosher Rd From East				Gray Rd From South				Newell St From West						
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu Total	Inclu. Total	Int. Total
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	1
03:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	2
04:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	2	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	4	0	4
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0				
Total %																	100	0	

	Gray Rd From North				Mosher Rd From East				Gray Rd From South				Newell St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Accurate Counts

978-664-2565

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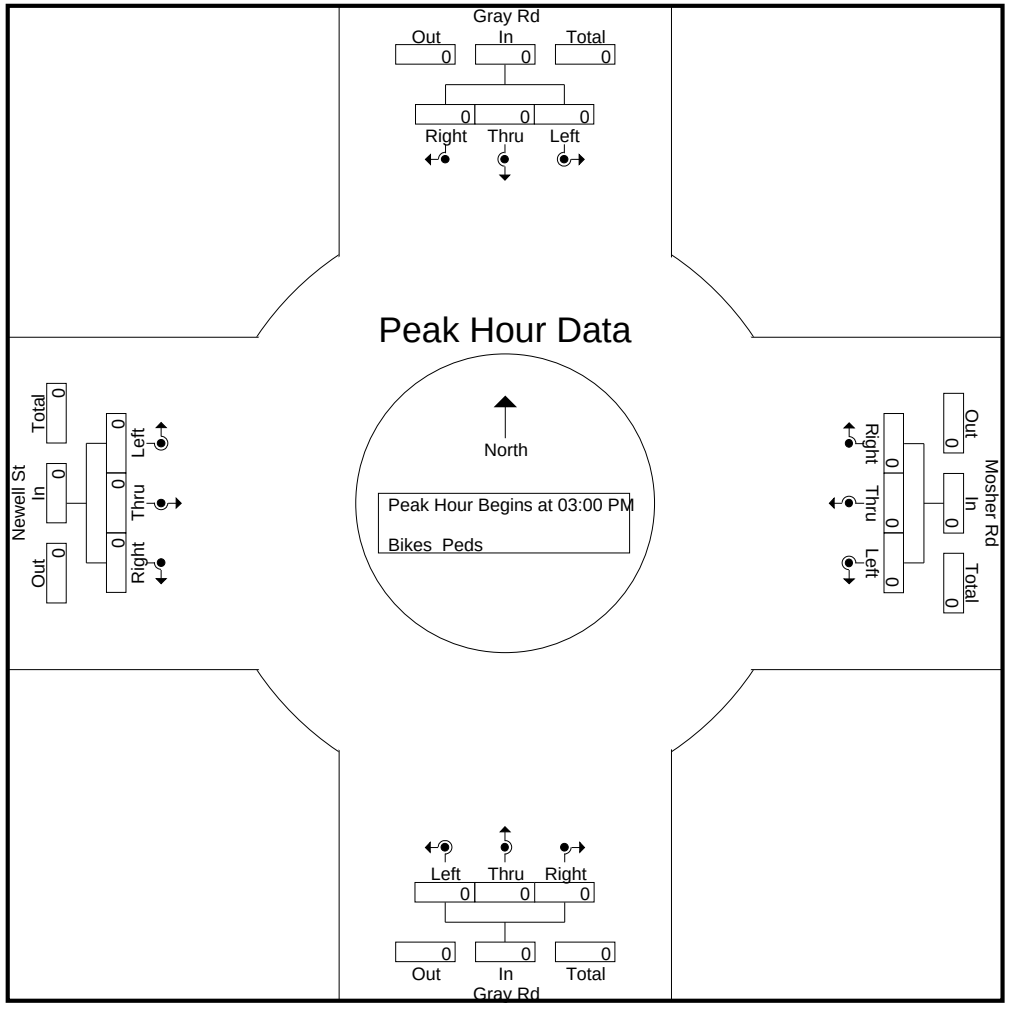

Accurate Counts

978-664-2565

File Name : 16320004
Site Code : 16320004
Start Date : 12/12/2013
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	Gray Rd From North				Mosher Rd From East				Gray Rd From South				Newell St From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	03:00 PM				03:00 PM				03:00 PM				03:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Accurate Counts

978-664-2565

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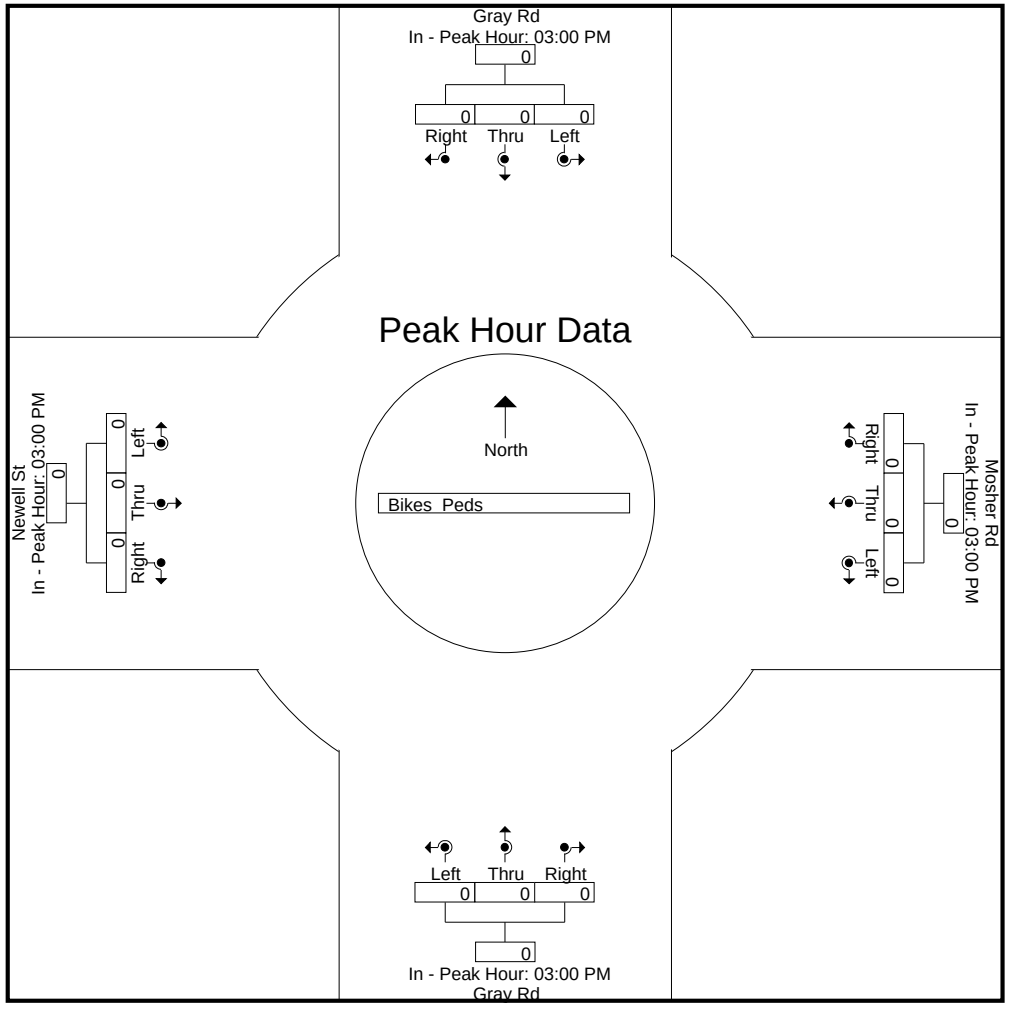
Start Date : 12/12/2013
Page No : 4



Attachment B

Queue Counts

Traffic Count at Intersection of Route 4 and 237 Roundabout in Gorham, ME

Performed By: Daniel Bouchard

Date: January 7, 2014

Newell Street	
Time	# of Cars in Que
7:08 AM	3
7:10 AM	0
7:12 AM	0
7:14 AM	8
7:16 AM	8
7:18 AM	1
7:20 AM	6
7:22 AM	6
7:24 AM	0
7:26 AM	13
7:28 AM	18
7:30 AM	10
7:32 AM	2
7:34 AM	0
7:36 AM	0
7:38 AM	2
7:40 AM	3
7:42 AM	0
7:44 AM	2
7:46 AM	2
7:48 AM	2
7:50 AM	0

Gray Road Southbound	
Time	# of Cars in Que
7:08 AM	2
7:10 AM	2
7:12 AM	0
7:14 AM	0
7:16 AM	0
7:18 AM	4
7:20 AM	0
7:22 AM	1
7:24 AM	3
7:26 AM	7
7:28 AM	3
7:30 AM	2
7:32 AM	3
7:34 AM	0
7:36 AM	0
7:38 AM	1
7:40 AM	2
7:42 AM	0
7:44 AM	3
7:46 AM	0
7:48 AM	1
7:50 AM	1

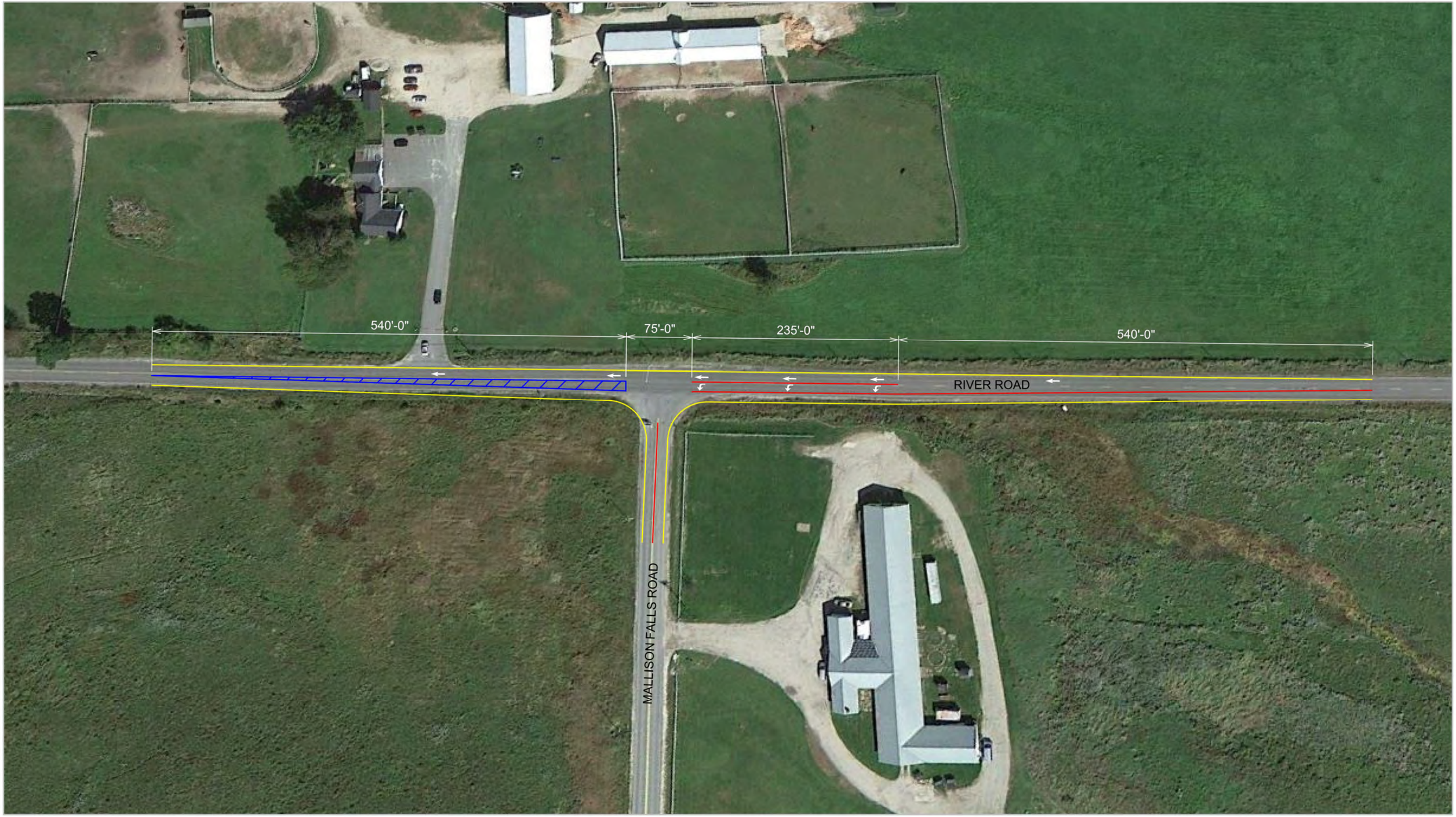
Traffic Count at Intersection of Route 4 and 237 Roundabout in Gorham, ME

Performed By: Daniel Bouchard

Date: January 7, 2014

Gray Road Southbound	
Time	# of Cars in Que
4:15 PM	0
4:17 PM	0
4:19 PM	0
4:21 PM	0
4:23 PM	0
4:25 PM	0
4:27 PM	0
4:29 PM	1
4:31 PM	2
4:33 PM	1
4:35 PM	0
4:37 PM	0
4:39 PM	2
4:41 PM	0
4:43 PM	0
4:45 PM	1
4:47 PM	0
4:49 PM	1
4:51 PM	5
4:53 PM	1
4:55 PM	4
4:57 PM	2
4:59 PM	1
5:01 PM	3
5:03 PM	0
5:05 PM	5
5:07 PM	2
5:09 PM	4
5:11 PM	1
5:13 PM	3
5:15 PM	0
5:17 PM	2
5:19 PM	3

Mosher Road	
Time	# of Cars in Que
4:15 PM	3
4:17 PM	1
4:19 PM	0
4:21 PM	12
4:23 PM	5
4:25 PM	1
4:27 PM	0
4:29 PM	3
4:31 PM	0
4:33 PM	0
4:35 PM	2
4:37 PM	3
4:39 PM	11
4:41 PM	7
4:43 PM	9
4:45 PM	6
4:47 PM	2
4:49 PM	2
4:51 PM	3
4:53 PM	13
4:55 PM	2
4:57 PM	23
4:59 PM	3
5:01 PM	21
5:03 PM	4
5:05 PM	20
5:07 PM	11
5:09 PM	3
5:11 PM	7
5:13 PM	7
5:15 PM	6
5:17 PM	13
5:19 PM	5



THE Louis Berger Group, INC.
Portland, Maine
(207) 842 2823

WINDHAM CORRECTIONAL FACILITY
WINDHAM, MAINE