



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

TABLE OF CONTENTS

Volume 1 – Report					
Tab 1	Acknowledgement Executive Summary Introduction Economic Analyses	1 3 13 21			
Tab 2	Population Forecasts	27			
Tab 3	New MCC Prisoner Populations and Bed Capacity	39			
Tab 4	New MCC Operating Principles and Space Program	55			
Tab 5	Women's Reentry Center Operational/Space Program Women's Special Management Operational/Space Program	91 149			
Tab 6	Operating Costs Introduction Baseline Operating Costs Projected Staffing and Operating Costs-New MCC Projected Staffing and Operating Costs-Adult Facility Syst. Systemwide Project Operating Costs – Adult and Juvenile Facilities	171 173 181 189 195			
Tab 7	Site Analysis Site Design	197 213			
Tab 8	Architectural Design Outline Site and Architectural Material Specifications Security Summary Construction Durability Summary	221 229 237 243			
Tab 9	Structural Design Narrative Mechanical Design Narrative Plumbing Design Narrative Fire Protection Design Narrative Electrical Design Narrative Design for Energy and Environment	247 249 261 267 273 277			
Tab 10	Construction Project Costs	279			
Tab 11	Existing Facilities Evaluation Report Existing Facilities Data Existing Facilities Narrative MCC Efficiency Evaluation	281 283 341 349			

SMRT Architecture Engineering Planning Interiors Energy with Pulitzer/Bogard & Associates, LLC

Volume 2 – Appendices

Tab 1	Appendix 1 –	Benefit/ Cost Analysis Tables	1
Tab 2	Appendix 2 –	Cost Estimate	5
Tab 3	Appendix 3 –	Aerial Survey	75
Tab 4	Appendix 4 –	Geotechnical Report	77
Tab 5	Appendix 5 –	Natural Resources Data	179
Tab 6	Appendix 6 –	Traffic Impact Study	195

Volume 3 - Appendices

575
581
583
585
587
1013

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	\$0.024 \$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	\$0.100 \$0.024 \$0.006 \$		\$0.546	\$0.217	\$0.043			
16		\$9.096	\$8.967	\$0.100	\$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	
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	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	\$0.01 \$0.00				\$0.33	\$0.13	\$0.03
14		\$5.25	\$5.18	\$0.06	\$0.01	\$0.01 \$0.00		\$0.32	\$0.13	\$0.02		
15		\$5.05	\$4.98	\$0.06	\$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

Flow Analysis

	Avoided	Bond	Net					
-	CUSIS	Fayments						
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 CO	ORRECTIONAL CENTER - BUILDING S	UMMARY							
January 19, 2015 TOTAL SF: 440398 Preferred Construction Management									
BLDG # BI	JILDING	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 CON	STRUCTION COST	\$139,535,439	440,398	\$316.84					

CONCEPTUAL ESTIMATE

January 19, 2015

TOTAL SF: 440398



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		
SUBTO	DTAL	\$96,528,588	\$219.18		
GENER	RAL CONDITIONS/REQS	\$9,652,859	\$21.92		
DESIG	N CONTINGENCY	\$14,460,754	\$32.84		

		210						
CONCEPTUAL ESTIMATE January 19, 2015 TOTAL SF: 440398	P C Preferre Manage	P C 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																	
C Broforrad Construction															PROJ.	NO:	2-035
P Management					BUILDIN	IG TRADE SU	MMARY								EST DA	<u>,TE</u>	1/19/2015
M						1 of 3											
BUILDING	1.0 L	OBBY	2.0 AD	MINISTRATION	3.0 STA	FF SUPPORT	4.0 SEC	URITY & OPS	5.0 RECEP	TION/DISCHARGE	8.0	VISITATION	9.0 PRO	GRAMS & SERV.	1	0.0 IN	NDUSTRIES
SQUARE FOOTAGE	2,	811		6,378		9,352		7,027		9,189		7,027		41,622		3	89,017
DESCRIPTION		IUIAL \$	UNII \$	IUIALS	UNIIŞ		UNIIS		UNII Ş		UNII \$	IUIAL \$	UNII \$	IOIALS	UNII	\$	IUIAL \$
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

P C Preferred Construction Management		BUILDING TRADE SUMMARY (HOUSING) 2 of 3														
BUILDING	6.1 MA		6.2 MALE M	IN (FUTURE)	6.3 M		6.4 FEN		7.1, 7.2 N		7.3 N	IALE ASSIST	7.4 MALE	MENTAL HEALTH	7.5 FEMA	LE MENTAL HLTH
DESCRIPTION		TOTAL S		, TOTAL \$	UNIT \$	20,005 TOTAL \$	UNIT \$	TOTAL \$	UNIT \$	TOTAL \$	UNIT \$	ZI,704 TOTAL \$	UNIT \$	TOTAL \$	UNIT \$	TOTALS
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
	\$ 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
3LDG. 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															
C Destanced Construction												PR	OJ. NO:	4	2-035
P Management			BUILD	ING TRADE SU	JMI	MARY						EST	DATE		1/19/2015
IVI Francy Grant				3 of 3											
BUILDING	11.0. 12.0.	13.0 FOOD, LNDRY	14.	WAREHOUSE	T	15.0	SITEWORK	16		T. C	ENTRAL PLNT	r	17.0 M	ALE	REENTRY
SQUARE FOOTAGE	,	18,973	1000	18,487		10000	440,398			17,2	298			36,4	133
DESCRIPTION	UNIT \$	TOTAL \$	UNIT \$	TOTAL \$		UNIT \$	TOTAL \$		UNIT \$		TOTAL \$	U	NIT \$		TOTAL \$
DIVISION 2 - DEMOLITION	\$ -	\$ -	\$ 1.9	\$36,000	\$	1.35	\$595,000	\$	-	\$	2 12:	\$	(2)	\$	
DIVISION 3 - BUILDING CONCRETE	\$ 22.27	\$422,583	\$ 16.8	\$310,744	\$		\$ -	\$	31.24	36	\$540,333	\$	-	\$	
DIVISION 4 - MASONRY	\$ 18.16	\$344,520	\$ 6.2	\$115,488	\$		\$ -	\$	5.33		\$92,160	\$) — (\$	Ē
DIVISION 5 - STEEL	\$ 23.66	\$448,906	\$ 8.8	\$163,205	\$	i - 1	\$ -	\$	22.26		\$385,043	\$	(75)	\$	-
DIVISION 6 - WOOD AND CARPENTRY	\$ 2.28	\$43,260	\$ 0.54	\$10,000	\$	-	\$ -	\$	(4)	\$	3 -	\$)#:	\$	
DIVISION 7 - THERMAL MOISTURE PROTECTION	\$ 19.52	\$370,299	\$ 7.0	\$129,616	\$		\$ -	\$	19.29		\$333,729	\$	-	\$	-
DIVISION 8 - DOORS AND WINDOWS	\$ 10.56	\$200,300	\$ 3.4	\$64,400	\$	-	\$-	\$	2.34		\$40,500	\$)=)	\$	
DIVISION 9 - FINISHES	\$ 9.32	\$176,766	\$ 10.7	\$197,864	\$	-	\$-	\$	4.58		\$79,156	\$	()	\$	
DIVISION 10 - SPECIALTIES	\$ 13.31	\$252,560	\$ 0.3	\$5,670	\$	-	\$ -	\$) .	\$) - (\$) . .)	\$	-
DIVISION 11 - EQUIPMENT	\$ 31.62	\$600,000	\$-	\$-	\$	1 	\$-	\$	-	\$	E I	\$	-	\$	
DIVISION 12 - FURNISHINGS	\$ 0.58	\$11,000	\$ 0.43	\$8,000	\$	-	\$-	\$)-)	\$	-	\$)-)	\$	-
DIVISION 13 - SPECIAL CONSTRUCTION	\$-	\$-	\$ -	\$-	\$	-	\$-	\$	-	\$	2 <u>0</u>	\$	-	\$	÷.
DIVISION 14 - CONVEYING SYSTEMS	\$-	\$ -	\$-	\$ -	\$		\$-	\$	1.)	\$	3. :	\$	-	\$	-
DIVISION 21 - SPRINKLER	\$ 3.00	\$56,919	\$ 2.03	\$37,461	\$	E -	\$-	\$	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	\$ 25.2	\$467,045	\$	-	\$ -	\$	168.83		\$2,920,364	\$	3 4 3	\$	Ξ.
DIVISION 26 - ELECTRICAL	\$ 34.50	\$654,569	\$ 20.3	\$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	\$-	\$-	\$-	\$-	\$. H	\$-	\$	-	\$) .	\$	-	\$	
COVERED WALKWAY	\$-	\$ -	\$-	\$-	\$	11.72	\$5,160,020	\$	() -)	\$		\$	-	\$	-
VSP & GATE HOUSE	\$-	\$-	\$-	\$-	\$	0.39	\$172,800	\$	-	\$	2 <u>4</u> 0	\$	-	\$	
MALE REENTRY (BASED ON WOMEN'S REENTRY)	\$-	\$-	\$-	\$-	\$	-	\$-	\$	-	\$	-	\$ 2	255.62	\$	9,312,935.33
BLDG. CONSTR. SUBTOTAL	\$ 257.39	\$ 4,883,402	\$ 107.2	\$ 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	\$	<mark>3.38</mark>	\$ 1,489,793	\$	32.66	\$	564,955	\$	25.56	\$	931,294
DESIGN CONTINGENCY	\$ 33.98	\$ 644,609	\$ 23.5	\$ 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	\$ 4.2	\$ 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	\$ 13.5	\$ 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	\$ 163.6	\$ 3,025,986	\$	48.20	\$ 21,228,626	\$	498.63	\$	8,625,272	\$	364.24	\$	13,270,356

CEPTUAL ESTIMATE ary 19, 2015		P	Preferred Co Managemen	nstruction t
PE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/S
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



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



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)	<mark>2,811</mark>	\$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

CONCEPTUAL ESTIMATE P C Preferred Construction Management							
DPE/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)	<mark>2,160</mark>	\$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			

VICC - 2.0 ADMIN							
January 19, 2015		N	Management	2			
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			

CONCEPTUAL ESTIMATE January 19, 2015					
COPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF	
ELECTRICAL					
Lighting (SF)	6,378	\$8.00	\$51,024	\$8.00	
Power (SF)	<mark>6,378</mark>	\$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	
OTAL CONSTRUCTION COST			\$1,674,487	\$262.54	

MCC - 3.0 STAFF SUPPORT

CONCEPTUAL ESTIMATE

January 19, 2015



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

ICEPTUAL ESTIMATE ary 19, 2015		P N	Preferred Co Managemen	nstruction t
PE/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



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SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
HVAC (SF)	9,352	\$32.00	\$299,2 <mark>6</mark> 4	\$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		\$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

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%	<mark>9,382</mark>	\$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



COPE/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	\$10,1 <mark>7</mark> 6	\$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
SPECIALTI	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
FURNISHIN	FURNISHINGS				
	Window Treatments (EA)	15	\$500.00	\$7,500	\$1.07
FIRE PROT	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



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

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
CONCRETE				
Continuous Footings (LF)	292	\$58.00	<mark>\$16,936</mark>	\$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



Skylight (S7) 200 S200.00 S44.00 S44.35 Misc Glass (LS) 1 S15,000.00 S15,000 S16.3 FINISHES - - - - - GWB Cellings (SF) - 20% L,700 S4.25 S7.225 S0.79 ACT (SF) - 80% 6,800 S3.75 S25.500 S2.78 Ceramic Floor Tile (SF) 228 S13.00 S6,240 S0.68 VCT (SF) 8.272 S3.75 S31.020 S3.38 Viny Base (LF) 2,580 S2.25 S5,805 S0.63 Paint Exterior Precast Walls (SF) 5,074 S1.35 S6,850 S0.75 Paint Valls SF. 20,640 S0.75 IS.480 S1.60 Epoxy Paint Walls (SF) A80 S1.20 S5.76 S0.66 Paint Formes (EA) A7 S55.00 S1.700 S0.19 Paint Formes (EA) A S20.00 S0.01 S0.01 Grab Bars (EA) A S15.00 S1.00 S0.02	COPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
Misc Glass (LS)1S15,000.00S15,000S16.00FINISHESGWB Cellings (SF) - 20%1,700S4.25S7,225S0.79ACT (SF) - 80%6,800S3.75S25,500S2.78Ceramic Floor Tile (SF)228S13.00S6,240S0.68V(T (SF)840S13.00S6,240S0.68V(T (SF)8,272S3.75S5,050S0.68V(T (SF)8,272S3.75S6,850S0.68Paint Exterior Precast Walls (SF)5,074S1.35S6,850S0.75Paint Walls SF20,640S0.75S1.480S1.68Epoxy Paint Walls (SF)480S1.20S7.76S0.61Paint Cellings (SF)100S1.00S1.700S0.01Paint Frames (EA)700S100S1.700S0.01Grab Bars (EA)4S20.00S1.20S0.01Grab Bars (EA)4S15.00S1.20S0.01Grab Bars (EA)4S15.00S1.20S0.01Grab Bars (EA)4S15.00S1.00S0.02Gramed Mirrors (EA)4S15.00S1.20S0.01Frier Extinguishers & Cabinets (EA)1S50.00S1.20S0.02Gramed Mirrors (EA)2S15.00S1.20S0.02Gramed Mirrors (EA)2S15.00S1.20S0.00Gramed Mirrors (EA)1S1.00S1.20S1.00FIRE PROTECTIONS1.00S1.20S1.00 </th <th>Skylight (SF)</th> <th>200</th> <th>\$200.00</th> <th>\$40,000</th> <th>\$4.35</th>	Skylight (SF)	200	\$200.00	\$40,000	\$4.35
FNISHESIIIIIGWB Ceilings (SF) - 20%1,700\$4.25\$7,225\$0.79ACT (SF) - 80%6,800\$3.75\$25,500\$2.78Ceramic Floor Tile (SF)228\$13.00\$6,240\$0.32Ceramic Wall Tile (SF)8,272\$3.75\$31.020\$3.88Vinyl Base (LF)2,580\$2.25\$5,805\$0.63Paint Exterior Precast Walls (SF)5,074\$1.33\$6,800\$0.75Paint Exterior Precast Walls (SF)480\$1.20\$57.60\$0.91Paint Exterior Precast Walls (SF)1,700\$1.00\$1.700\$0.10Paint Ceilings (SF)1,700\$1.00\$1.700\$0.91Paint Farmes (EA)4\$20.00\$1.33\$0.91Paint Farmes (EA)4\$20.00\$80\$0.01Grab Bars (EA)4\$20.00\$1.20\$0.01Grab Bars (EA)4\$20.00\$1.20\$0.01FTP Dispensers (EA)4\$20.00\$1.00\$0.01Free Extinguishers & Cabinets (EA)4\$30.00\$1.20\$0.01Free Extinguishers & Cabinets (EA)1\$50.00\$1.00\$0.01Free Extinguishers & Cabinets (EA)1\$50.00\$1.00\$0.01Free Extinguishers & Cabinets (EA)1\$50.00\$1.00\$0.01Free Extinguishers & Cabinets (EA)2\$50.00\$1.00\$1.00Free Extinguishers & Cabinets (EA)1\$50.00\$1.00\$1.00Fr	Misc Glass (LS)	1	\$15,000.00	\$15,000	\$1.63
GWB Ceilings (SF) - 20% 1.700 S4 25 S7,225 S0.79 ACT (SF) - 80% 6.800 S3.75 S25,500 S2.78 Caramic Floor Tile (SF) 228 S13.00 S6,240 S0.32 Caramic Wall Tile (SF) 480 S13.00 S6,240 S0.32 VCT (SF) 8,272 S3.75 S31.020 S3.38 Vinyl Base (LF) 2,580 S2.560 S0.63 Paint Exterior Precast Walls (SF) 5,074 S1.35 S6,850 S0.75 Paint Walls (SF) 20,640 S0.75 15.480 S1.68 Epoor Paint Walls (SF) 1,700 S1.00 S1.700 S0.19 Paint Frames (EA) 1,700 S1.00 S1.700 S0.19 Paint Frames (EA) 8 S150.00 S1.200 S0.01 Grab Bars (EA) 8 S150.00 S1.200 S0.01 Grab Bars (EA) 4 S150.00 S1.400 S0.01 FTP Dispensers (EA) 4 S150.00 S1.400 S0.01 <td>FINISHES</td> <td></td> <td></td> <td></td> <td></td>	FINISHES				
ACT (SF) - 80% 6.800 53.75 525.500 52.78 Ceramic Floor Tile (SF) 228 513.00 52.964 50.32 Ceramic Wall Tile (SF) 480 513.00 56,240 53.38 VCT (SF) 8.272 53.75 531.020 53.38 VInyl Base (LF) 2.580 52.25 55,805 50.63 Paint Exterior Precast Walls (SF) 50.74 51.35 56,850 50.75 Paint Kell SF, 20,640 50.75 15.480 51.68 Epoxy Paint Walls (SF) 480 51.20 53.135 50.06 Paint Frames (EA) 57 555.00 53.135 50.01 Paint Frames (EA) 57 555.00 53.135 50.01 Grab Bars (EA) 4 510.00 51.00 50.01 Grab Bars (EA) 4 510.00 51.00 50.01 Grab Bars (EA) 4 515.00 51.00 50.01 Grab Bars (EA) 4 515.00 51.00 50.01	GWB Ceilings (SF) - 20%	1,700	\$4.25	\$7,225	\$0.79
Ceramic Filoor 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 \$51,020 \$3.38 Vinyl Base (IF) 2,560 \$2.25 \$5,805 \$0.63 Paint Exterior Precast Walls (SF) \$0,074 \$1.35 \$6,850 \$0.75 Paint Ceiling (SF) 480 \$1.20 \$5,76 \$0.06 Paint Ceiling (SF) 480 \$1.20 \$1,700 \$1.00	ACT (SF) - 80%	6,800	\$3.75	\$25,500	\$2.78
Ceramic Wall Tile (SF)480\$13.00\$6,240\$0.68VCT (SF)8,272\$3.75\$31,020\$3.38Vinyl Base (LF)2,580\$2.25\$5,805\$0.63Paint Exterior Precast Walls (SF)5,074\$1.35\$6,850\$0.75Paint Walls SF.20,640\$0.7515.480\$1.68Epoxy Paint Walls (SF)480\$1.20\$5,76\$0.06Paint Ceilings (SF)1,700\$1.00\$1,700\$0.19Paint Frames (EA)4\$20.00\$1.20\$0.01Grab Bars (EA)8\$150.00\$1,200\$0.01Grab Bars (EA)4\$20.00\$1.20\$0.01Grab Bars (EA)4\$30.00\$1.20\$0.01FP Dispensers (EA)4\$30.00\$1.20\$0.01Grab Bars (EA)4\$30.00\$1.20\$0.01Framed Mirrors (EA)4\$350.00\$1.80\$0.02Fre Extinguishers & Cabinets (EA)1\$5,000.00\$5,000\$0.51Signage (LS)1\$5,000.00\$5,000\$0.05\$1.36FIRE PROTECTIONTTT\$3.00\$1.27,567\$3.00PLUMBING4\$3.500.00\$1.400\$1.52\$3.00\$1.52FIRE PROTECTIONTTT\$3.00\$1.52,50\$3.00FILE Sinks (EA)4\$3.500.00\$1.400\$1.52\$3.00FILE Sinks (EA)4\$3.500.00\$1.600\$1.52FILE Sinks (EA)4 <t< td=""><td>Ceramic Floor Tile (SF)</td><td>228</td><td>\$13.00</td><td>\$2,964</td><td>\$0.32</td></t<>	Ceramic Floor Tile (SF)	228	\$13.00	\$2,964	\$0.32
VCT (SF)8,272S3.75S3.1020S3.38Vinyl Base (LF)2,580S2.25S5,805S0.63Paint Exterior Precast Walls (SF)5,074S1.35S6,850S0.75Paint Walls SF.20,640S0.7515.480S1.68Epoxy Paint Walls (SF)480S1.20S576S0.66Paint Ceilings (SF)1,700S1.00S1,700S0.19Paint Frames (EA)4S20.00S80S0.01Grab Bars (EA)4S20.00S1.20S0.01Grab Bars (EA)4S30.00S1.20S0.01Grab Bars (EA)4S30.00S1.20S0.01Grab Bars (EA)4S30.00S1.20S0.01FP Dispensers (EA)4S30.00S1.20S0.01Grab Bars (EA)4S30.00S1.20S0.01Framed Mirrors (EA)4S50.00S50.00S0.05Signage (LS)1S500.00S50.00S0.05Signage (LS)2S500.00S1.36S1.30FRE PROTECTIONS1.00S1.27S3.00FRE PROTECTIONS1.400S1.20S3.00PLUMBING4S3.500.00S1.400S1.52Sinks (EA)4S3.500.00S1.400S1.52And Sinkle (SF)9.189S3.00S2.7567S3.00FRE PROTECTIONS1.400S1.50Anal Sinkle (EA)4S3.500.00S1.600S1.52	Ceramic Wall Tile (SF)	480	\$13.00	\$6,240	\$0.68
Vinyl Base (LF) 2,580 \$2,250 \$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 \$0.63 Paint Ceilings (SF) 1,700 \$1.00 \$1,700 \$0.19 Paint Frames (EA) 57 \$55.00 \$3,135 \$0.34 SPECIALTIES 7 \$55.00 \$3,135 \$0.01 Grab Bars (EA) 4 \$20.00 \$80 \$0.01 Grab Bars (EA) 4 \$30.00 \$1,200 \$0.13 Soap Dispensers (EA) 4 \$30.00 \$1,200 \$0.01 Framed Mirrors (EA) 4 \$350.00 \$1,800 \$0.02 Grab Hooks (EA) 4 \$50.00 \$0.01 \$1.60 Fire Extinguishers & Cabinets (EA) 2 \$250.00 \$51,400 \$0.05 Signage (LS) 1 \$5,000.00 \$1,400 \$0.01 <td>VCT (SF)</td> <td>8,272</td> <td>\$3.75</td> <td>\$31,020</td> <td>\$3.38</td>	VCT (SF)	8,272	\$3.75	\$31,020	\$3.38
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 7 \$55.00 \$3,135 \$0.01 Grab Bars (EA) 4 \$20.00 \$80 \$0.01 Grab Bars (EA) 4 \$30.00 \$1.200 \$0.13 Soap Dispensers (EA) 4 \$30.00 \$120 \$0.01 TP Dispensers (EA) 4 \$15.00 \$120 \$0.01 Coat Hooks (EA) 4 \$15.00 \$14.00 \$0.02 Fire Extinguishers & Cabinets (EA) 2 \$250.00 \$14.00 \$0.05 Signage (LS) 1 \$5,00.00 \$12,500 \$0.05 \$0.05 FIRE PROTECTION 2 \$500.00 \$12,500	Vinyl Base (LF)	2,580	\$2.25	\$5,805	\$0.63
Paint Walls SF20,640\$0.7515 480\$1.68Epoxy Paint Walls (SF)480\$1.20\$576\$0.06Paint Ceilings (SF)1,700\$1.00\$1,700\$0.19Paint Frames (EA)57\$55.00\$3,135\$0.34SPECUALTIES7555.00\$80\$0.01Grab Bars (EA)4\$20.00\$80\$0.01Grab Bars (EA)4\$30.00\$1.20\$0.01Grab Dispensers (EA)4\$30.00\$1.20\$0.01Coat Hooks (EA)4\$30.00\$1.80\$0.02Coat Hooks (EA)4\$15.00\$1.400\$0.01Fire Extinguishers & Cabinets (EA)4\$350.00\$1.400\$0.05Signage (LS)1\$500.00\$50.00\$0.54FIRE PROTECTION25\$500.00\$12,500\$1.36PLUMBING4\$33,500.00\$12,500\$1.30Sinks (EA)4\$33,000\$12,500\$1.30FIRE PROTECTION25\$500.00\$1.2,500\$1.36Joindow Treatments (EA)9,189\$3.00\$27,567\$3.00FILM BINING4\$35,000.00\$14,000\$1.52Joinds (EA)4\$35,000.00\$14,000\$1.52Joinds (EA)4\$33,000\$14,000\$1.52Joinds (EA)4\$35,000.00\$14,000\$1.52Joinds (EA)4\$35,000.00\$14,000\$1.52Joinds (EA)4\$35,000.00\$14,000\$1.52 <td>Paint Exterior Precast Walls (SF)</td> <td>5,074</td> <td>\$1.35</td> <td>\$6,850</td> <td>\$0.75</td>	Paint Exterior Precast Walls (SF)	5,074	\$1.35	\$6,850	\$0.75
Epony 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 SPECIALTES 7 \$55.00 \$80 \$0.01 Grab Bars (EA) 4 \$20.00 \$80 \$0.01 Grab Bars (EA) 4 \$30.00 \$1,200 \$0.13 Soap Dispensers (EA) 4 \$30.00 \$1,200 \$0.01 Grab Bars (EA) 4 \$30.00 \$1,200 \$0.01 PT Dispensers (EA) 4 \$30.00 \$1,200 \$0.01 Grat Hooks (EA) 4 \$55.00 \$1,400 \$0.01 Fire Extinguishers & Cabinets (EA) 2 \$250.00 \$5,000 \$0.54 Fire Extinguishers & Cabinets (EA) 1 \$5,000 \$5,000 \$0.54 FIRE PROTECTION 2 \$500.00 \$1,250 \$1,30 PLUMBING 9,189 \$3,00 \$27,567 \$3,00	Paint Walls SF	20,640	\$0.75	15 <mark>480</mark>	\$1.68
Paint Ceilings (SF) 1,700 \$1.00 \$1,700 \$0.19 Paint Frames (EA) \$57 \$55.00 \$3,135 \$0.34 SPECIALTES 4 \$20.00 \$80 \$0.01 Grab Bars (EA) 4 \$20.00 \$80 \$0.13 Grab Bars (EA) 4 \$30.00 \$1.20 \$0.01 Soap Dispensers (EA) 4 \$30.00 \$120 \$0.01 PT Dispensers (EA) 4 \$30.00 \$120 \$0.01 Grab Bars (EA) 4 \$30.00 \$120 \$0.01 PT Dispensers (EA) 4 \$350.00 \$180 \$0.02 Gramed Mirrors (EA) 4 \$350.00 \$1,400 \$0.15 Fire Extinguishers & Cabinets (EA) 2 \$250.00 \$5,000 \$0.54 FURNISHINGS 1 \$5,000.00 \$1,400 \$0.15 Mindow Treatments (EA) 25 \$500.00 \$1,250 \$3.00 FIRE PROTECTION 3 \$3.00 \$27,567 \$3.00 <	Epoxy Paint Walls (SF)	480	\$1.20	\$576	\$0.06
Paint Frames (EA) 57 \$55.00 \$3,135 \$0.34 SPECIALTIES	Paint Ceilings (SF)	1,700	\$1.00	\$1,700	\$0.19
SPECIALTIES 4 \$20.00 \$80 \$0.01 Grab Bars (EA) 8 \$150.00 \$1,200 \$0.13 Grab Bars (EA) 8 \$150.00 \$1,200 \$0.01 Soap Dispensers (EA) 4 \$30.00 \$12.00 \$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 \$0.05 Fire Extinguishers & Cabinets (EA) 2 \$250.00 \$500 \$0.54 FURNISHINGS 1 \$5,000.00 \$12,500 \$0.54 FIRE PROTECTION 25 \$500.00 \$12,500 \$1.36 FIRE PROTECTION 25 \$500.00 \$12,500 \$1.36 PLUMBING 9,189 \$3.00 \$27,567 \$3.00 Sinks (EA) 4 \$3,500.00 \$14,000 \$1.52 Sinks (EA) 4 \$3,500.00 \$14,000 \$1.52 Sinks (EA)	Paint Frames (EA)	57	\$55.00	\$3,135	\$0.34
TP Dispensers (EA)4\$20.00\$80\$0.01Grab Bars (EA)8\$150.00\$1,200\$0.13Soap Dispensers (EA)4\$30.00\$120\$0.01PT Dispensers (EA)4\$45.00\$180\$0.02Coat Hooks (EA)4\$15.00\$60\$0.01Framed Mirrors (EA)4\$350.00\$1,400\$0.15Fire Extinguishers & Cabinets (EA)2\$250.00\$500\$0.05Signage (L5)1\$5,000.00\$5,000\$0.54FURNISHINGSMindow Treatments (EA)25\$500.00\$12,500\$1.36FIRE PROTECTIONSprinkler (SF)9,189\$3.00\$27,567\$3.00PLUMBINGSinks (EA)4\$3,500.00\$14,000\$1.52Mop Sinks (EA)4\$3,500.00\$14,000\$1.52Mop Sinks (EA)1\$3,750.00\$3,750\$0.41	SPECIALTIES				
Grab Bars (EA)8\$150.00\$1,200\$0.13Soap Dispensers (EA)4\$30.00\$120\$0.01PT Dispensers (EA)4\$45.00\$180\$0.02Coat Hooks (EA)4\$15.00\$60\$0.01Framed Mirrors (EA)4\$350.00\$1,400\$0.15Fire Extinguishers & Cabinets (EA)2\$250.00\$500\$0.05Signage (LS)1\$5,000.00\$55,000\$0.54FURNISHINGSWindow Treatments (EA)25\$500.00\$12,500\$1.36FIRE PROTECTIONSprinkler (SF)9,189\$3.00\$27,567\$3.00PLUMBINGSinks (EA)4\$3,500.00\$14,000\$1.52Mop Sinks (EA)1\$3,750.00\$16,000\$1.74	TP Dispensers (EA)	4	\$20.00	\$80	\$0.01
Soap Dispensers (EA)4\$30.00\$120\$0.01PT Dispensers (EA)4\$45.00\$180\$0.02Coat Hooks (EA)4\$15.00\$60\$0.01Framed Mirrors (EA)4\$350.00\$1,400\$0.15Fire Extinguishers & Cabinets (EA)2\$250.00\$500\$0.05Signage (LS)1\$5,000.00\$5,000\$0.54FURNISHINGSWindow Treatments (EA)25\$500.00\$12,500\$1.36FIRE PROTECTIONSprinkler (SF)9,189\$3.00\$27,567\$3.00PLUMBINGSinks (EA)4\$3,500.00\$14,000\$1.52Sinks (EA)4\$3,500.00\$14,000\$1.52Mop Sinks (EA)1\$3,750.00\$16,000\$1.74Mop Sinks (EA)1\$3,750.00\$3,750\$0.41	Grab Bars (EA)	8	\$150.00	\$1,200	\$0.13
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 - - - - Mindow Treatments (EA) 25 \$500.00 \$12,500 \$1.36 FIRE PROTECTION - - - - Sprinkler (SF) 9,189 \$3.00 \$27,567 \$3.00 PLUMBING - - - - - - Sprinkler (SF) 9,189 \$3.00 \$27,567 \$3.00 \$1.52 Sinks (EA) 4 \$3,500.00 \$14,000 \$1.52 - - Sinks (EA) 4 \$4,000.00 \$16,000 \$1.74 - - Mop Sinks (EA) 1 \$3,750.0 \$3,750.0 \$0.41 -	Soap Dispensers (EA)	4	\$30.00	\$120	\$0.01
Coat Hooks (EA)4\$15.00\$60\$0.01Framed Mirrors (EA)4\$350.00\$1,400\$0.15Fire Extinguishers & Cabinets (EA)2\$250.00\$500\$0.05Signage (LS)1\$5,000.00\$5,000\$0.54FURNISHINGS25\$500.00\$12,500\$1.36Window Treatments (EA)25\$500.00\$12,500\$1.36FIRE PROTECTION25\$500.00\$12,500\$1.36Sprinkler (SF)9,189\$3.00\$27,567\$3.00PLUMBING4\$3,500.00\$14,000\$1.52Sinks (EA)4\$3,500.00\$14,000\$1.74Mop Sinks (EA)1\$3,750.00\$3,750\$0.41	PT Dispensers (EA)	4	\$45.00	\$180	\$0.02
Framed Mirrors (EA)4\$350.00\$1,400\$0.15Fire Extinguishers & Cabinets (EA)2\$250.00\$5000\$0.05Signage (LS)1\$5,000.00\$5,000\$0.54FURNISHINGSWindow Treatments (EA)25\$500.00\$12,500\$1.36FIRE PROTECTIONSprinkler (SF)9,189\$3.00\$27,567\$3.00PLUMBINGSinks (EA)4\$3,500.00\$14,000\$1.52Toilets (EA)4\$4,000.00\$16,000\$1.74Mop Sinks (EA)1\$3,750.00\$3,750\$0.41	Coat Hooks (EA)	4	\$15.00	\$60	\$0.01
Fire Extinguishers & Cabinets (EA)2\$250.00\$500\$0.05Signage (LS)1\$5,000.00\$5,000\$0.54FURNISHINGS7777Window Treatments (EA)25\$500.00\$12,500\$1.36FIRE PROTECTION9,189\$3.00\$27,567\$3.00Sprinkler (SF)9,189\$3.00\$27,567\$3.00Sinks (EA)4\$3,500.00\$14,000\$1.52Toilets (EA)4\$4,000.00\$16,000\$1.74Mop Sinks (EA)1\$3,750.00\$3,750\$0.41	Framed Mirrors (EA)	4	\$350.00	\$1,400	\$0.15
Signage (LS) 1 \$5,000.00 \$5,000 \$0.54 FURNISHINGS C C C C Window Treatments (EA) 25 \$500.00 \$12,500 \$1.36 FIRE PROTECTION P Sprinkler (SF) 9,189 \$3.00 \$27,567 \$3.00 PLUMBING T C C C C C C Sinks (EA) 4 \$3,500.00 \$14,000 \$1.52 S S S S S S S Mop Sinks (EA) 1 \$3,750.00 \$1,6000 \$1.74 S <t< td=""><td>Fire Extinguishers & Cabinets (EA)</td><td>2</td><td>\$250.00</td><td>\$500</td><td>\$0.05</td></t<>	Fire Extinguishers & Cabinets (EA)	2	\$250.00	\$500	\$0.05
FURNISHINGSImage: state of the s	Signage (LS)	1	\$5,000.00	\$5,000	\$0.54
Window Treatments (EA)25\$500.00\$12,500\$1.36FIRE PROTECTION9,189\$3.00\$27,567\$3.00Sprinkler (SF)9,189\$3.00\$27,567\$3.00PLUMBING4\$3,500.00\$14,000\$1.52Sinks (EA)4\$4,000.00\$16,000\$1.74Mop Sinks (EA)1\$3,750.00\$3,750\$0.41	FURNISHINGS				
FIRE PROTECTION9,189\$3.00\$27,567\$3.00Sprinkler (SF)9,189\$3.00\$27,567\$3.00PLUMBING4\$3,500.00\$14,000\$1.52Sinks (EA)4\$4,000.00\$16,000\$1.74Toilets (EA)4\$3,750.00\$3,750\$0.41	Window Treatments (EA)	25	\$500.00	\$12,500	\$1.36
Sprinkler (SF) 9,189 \$3.00 \$27,567 \$3.00 PLUMBING 4 \$3,500.00 \$14,000 \$1.52 Sinks (EA) 4 \$4,000.00 \$16,000 \$1.74 Mop Sinks (EA) 1 \$3,750.00 \$3,750 \$0.41	FIRE PROTECTION				
PLUMBING 4 \$3,500.00 \$14,000 \$1.52 Sinks (EA) 4 \$4,000.00 \$16,000 \$1.74 Mop Sinks (EA) 1 \$3,750.00 \$3,750 \$0.41	Sprinkler (SF)	9,189	\$3.00	\$27,567	\$3.00
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	PLUMBING				
Toilets (EA) 4 \$4,000.00 \$16,000 \$1.74 Mop Sinks (EA) 1 \$3,750.00 \$3,750 \$0.41	Sinks (EA)	4	\$3,500.00	\$14,000	\$1.52
Mop Sinks (EA) 1 \$3,750.00 \$3,750 \$0.41	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



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	4		\$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

CONCEPTUAL ESTIMATE

January 19, 2015



COPE/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				

CONCEPTUAL ESTIMATE

January 19, 2015

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				

CONCEPTUAL ESTIMATE

January 19, 2015



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
нуас				
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

CONCEPTUAL ESTIMATE

January 19, 2015



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

CONCEPTUAL ESTIMATE

January 19, 2015



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
нуас				
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	15	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



SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
PILES				
H-Piles - 80' Deep (EA)	<mark>350</mark>	\$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



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



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
нуас				
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

CONCEPTUAL ESTIMATE

January 19, 2015



SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
ADDITION	17			
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

CONCEPTUAL ESTIMATE

January 19, 2015



PE/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

CONCEPTUAL ESTIMATE

January 19, 2015



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
ниас				
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

CONCEPTUAL ESTIMATE

January 19, 2015

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
нуас				
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

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



SCOPE/TRAD	E	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
SPECIALTIE	ES				
	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
FURNISHIN	NGS				
	Window Treatments (EA)	13	\$500.00	\$6,500	\$0.35
DETENTIO					
	Misc. Detention Equipment (LS)	1	\$35,000 <mark>.</mark> 00	\$35,000	\$1.88
FIRE PROT	ECTION				
	Sprinkler (SF)	18,595	\$3.00	\$55,785	\$3.00
PLUMBING	5				
	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



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
нуас				
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

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	\$ <mark>15.00</mark>	\$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

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

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	9. 		\$8,736,312	\$401.04

MCC - 7.4 MALE MENTAL HEALTH

CONCEPTUAL ESTIMATE

January 19, 2015

SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
PILES	1			
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

SCOPE/TRAD	E	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)	<mark>8,84</mark> 5	\$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
SPECIALTI	ES				
	Misc Specialties (LS)	1	\$35,000.00	\$35,000	\$2.53
	Signage (LS)	1	\$7,500.00	\$7,500	\$0.54
DETENTIO	N 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 PROT	ECTION				
	Sprinkler (SF)	13,838	\$3.25	\$44,974	\$3.25
PLUMBING	5				
	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



SCOPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
нуас				
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



OPE/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	3,7 <mark>7</mark> 0	\$18.00	67 860	\$9. <mark>4</mark> 4
STEEL				
Structural Steel (TON) - 7 lbs/sf	25	\$3,500.00	\$87 <mark>,500</mark>	\$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



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
ниас				
HVAC (SF)	7,189	\$40.00	\$287,560	\$40.00

MCC - 7.5 FEMALE HEALTHCARE

CONCEPTUAL ESTIMATE

January 19, 2015



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

ICEPTUAL ESTIMATE ary 19, 2015		P	Preferred Con Management	nstruction
PE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/S
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



SCOPE/TRAD	Ε	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
SPECIALTI	ES				
	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
DETENTIO	N EQUIPMENT				
	Detention Equipment (LS)	1	\$20,000.00	\$20,000	\$2.85
FURNISHI	NGS				
	Window Treatments (EA)	15	\$500.00	\$7,500	\$1.07
FIRE PROT	TECTION				
	Sprinkler (SF)	7,027	\$3.00	\$21,081	\$3.00
PLUMBIN	G				
	Sinks (EA)	8	\$3,500.00	\$28,000	\$3.98
	Toilets (EA)	6	\$4,000.00	\$24,000	\$3.42
2		533		48	

MCC - 8.0 VISITATION

CONCEPTUAL ESTIMATE

January 19, 2015



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

Aluminum Windows (EA)

Misc Glass (LS)

CONCEPTUAL ESTIMATE

January 19, 2015

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COPE/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

58

1

\$1,500.00

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\$15,000

\$2.09

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MCC - 9.0 PROGRAM & SERVICES

CONCEPTUAL ESTIMATE January 19, 2015

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



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 <mark>.00</mark>	\$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



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

DNCEPTUAL ESTIMATE Duary 19, 2015 Preferred Construction Management				
DPE/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

ICEPTUAL ESTIMATE		р	Preferred Con	nstruction
ary 19, 2015		N	A Management	
PE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/S
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
DITION SUBTOTAL			\$5,319,228	\$188.51
NOVATION				
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		ensemblers the relia	and the provide state of the first	
Sinks (EA)	8	\$1,900.00	\$15,200	\$1.41
Toilets (EA)	4	\$1.750.00	\$7.000	\$0.65
Man Cinka (EA)		¢2,200,00	¢2.200	40.00

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
нуас				
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

SCOPE/TRADE TOTAL QUANTITY COST/UNIT COST/SF CONCRETE Continuous Footings (LF) 292 \$58.00 \$16,936 \$0.89 Spread Footings - 6'x6'x1' (EA) \$520.00 \$25,480 \$1.34 49 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 332 500 95 3 500.00 \$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) \$25,000.00 \$25,000 \$1.32 1 **FINISH CARP** Window Sills (LF) 132 \$55.00 \$7,260 \$0.38 Solid Surface CT (LF) \$175.00 \$10,500 \$0.55 60 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) \$50.00 \$2,500 \$0.13 50 Millwork Allowance (ALLW) \$10,000.00 \$10,000 \$0.53 1 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 \$5,000.00 \$0.26 Caulking (LS) \$5,000 1 **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



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

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	e		\$6,958,545	\$366.76

MCC - 14.0 WAREHOUSE

CONCEPTUAL ESTIMATE

January 19, 2015



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

ONCEPTUAL ESTIMATE anuary 19, 2015 Preferred Construction Management				
DPE/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
DDITION SUBTOTAL			\$1,346,499	\$207.57
ENOVATION				
DEMOLITION			100 D	
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

SCOPE/TRADE

FINISHES

SPECIALTIES

PLUMBING - FIXTURES ONLY

Sinks (EA)

Toilets (EA)

Mop Sinks (EA)

Eye Wash (EA)

FIRE PROTECTION



S				
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
CTION				
Rework Sprinkler (SF)	12,000	\$1.50	\$18,000	\$1.50

4 \$1,900.00 \$7,600 \$1,750.00 \$3,500 2 2 \$2,200.00 \$4,400 \$1,700.00 \$3,400 2

RENOVATION SUBTOTAL			\$635,520	\$52.96
Tel/Data/Security (SF) - Replace 50%	12,000	\$8.00	\$96,000	\$8.00
Fire Alarm (SF) - Replace 50%	12,000	\$0.75	\$9,000	\$0.75
Power (EA) - Replace 50% of Devices	45	\$175.00	\$7,875	\$0.66
Lighting (EA) - Replace Fixtures	120	\$325.00	\$39,000	\$3.25
ELECTRICAL				
HVAC (SF) - Replace 50%	12,000	\$20.00	\$240,000	\$20.00
HVAC				
			111301111	

\$0.63

\$0.29

\$0.37

\$0.28

MCC - 14.0 WAREHOUSE CONCEPTUAL ESTIMATE January 19, 2015			Preferred Cor Management	istruction
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



COPE/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



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. <mark>0</mark> 0	\$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				struction
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

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

OPE/TRADE	QUANTITY	COST/UNIT	TOTAL	COST/SF
FIRE PROTECTION	G			
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	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
IBTOTAL			\$5,649,547	\$326.60
SENERAL 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



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



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

www.swcole.com

1.0 INTRODUCTION1
1.1 Scope and Purpose1
1.2 Proposed Construction2
2.0 EXPLORATION AND TESTING
2.1 Explorations2
2.1.1 Past Explorations2
2.1.2 Current Explorations
2.2 Testing
2.2.1 Past Testing4
2.2.1 Current Testing4
3.0 SITE AND SUBSURFACE CONDITIONS
3.1 Surficial Conditions5
3.2 Subsurface Conditions6
3.3 Groundwater Conditions
3.4 Seismic and Frost Considerations6
4.0 EVALUATION AND RECOMMENDATIONS
4.1 General Findings7
4.2 Pre-Release Housing Site8
4.3 Main Facility Replacement and Support Wings9
4.4 Pavement Considerations10
5.0 CLOSURE

TABLE OF CONTENTS

Attachment A	Limitations
Sheets 1A & 1B	Exploration Location Plans
Appendix A	Past Exploration Logs and Testing
Appendix B	Current Exploration Logs and Testing

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:

- <u>1984 Explorations</u>: 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.
- <u>1986 Explorations</u>: 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.

- <u>1988 Explorations</u>: 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.
- <u>1989 Explorations</u>: 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.
- <u>1998 Explorations</u>: 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.
- <u>2007 Explorations</u>: 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.
- <u>2013 Explorations</u>: 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:

<u>Pre-Release Housing Site</u>: 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.

<u>Correctional Center Campus</u>: 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:

<u>Foundations</u>: 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)

<u>Earthwork Considerations</u>: 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:

<u>Women's Center Addition and Support Wing Foundations</u>: 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)

<u>Main Facility Foundations</u>: 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.

<u>Earthwork Considerations</u>: 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 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
- 0 APPROXIMATE PROBE LOCATION



- 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:

- 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).
- BORINGS B-101 THROUGH B-109, B-206A, PROBES P-101 THROUGH B-109, B-2014 PROBES P-101 THROUGH P-103 WERE LOCATED IN THE FIELD BY OPS SURVEY BY S. W. COLE ENGINEERING, INC. USING A MAPPING GRADE TRIMBLE GPS RECEIVER.
- SEE GEOTECHNICAL REPORT FOR METADATA ON PAST EXPLORATIONS BY YEAR AND ORIGINATOR OF SUBSURFACE INFORMATION.
- 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.

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NO.	DATE	DESCRIPTION	BY

EXPLORATION LOCATION PLAN MAINE CORRECTIONAL CENTER RIVER ROAD WINDHAM, MAINE

Job No.: Date :

13-0876.2 08/12/2013



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Ar . At	4.3'	ROUND WATER OF 7 AM 3-10- after	эservat -86н н	TIONS ours ours	Type Size I Hami Hami	HW .D. ner Wt. mer Fall	CASING 4 300 24	SAMPL 	ER CORE BAR.	START COMPLETE TOTAL HR: BORING FOF INSPECTOR SOILS ENGR	<u>3-7-86</u> <u>3-10-86</u> S. REMAN		• • • • • • • •
PTH	Cosing	Sample Depths	Type of		Blows pe on Samp	r 6" bler	Moisture Density	Strata	SOIL IDEN Remarks include	TIFICATION e color, grada	tion, Type of	SAM	IPLE
ΒCE	1001 12	From - To 0.0-2.0	Sompl d	e Fro 0- 10	6 6 7	10 2 12-18 7	or Consist. moist	Elev	Brown Silt &	e, seams and	elc.	No Pe	n Rec
	21 37 65			15			very stiff						
5	76 14 27 31	5.0-7.0	d	4	9	17	moist very stiff		Brown Silt & :	Sand trace	of Clay	2 2.0) 1.7
10	25 22 23	10.0-12.0	d	1	2	1	moist		Brown & Gray (Clay W/ San	d Layers	3 2.0	2.0
5	20 27 25 26		-				SOL						
F		15.0-17.0	d	wor	wor	wor	moist soft		Gray Clay			4 2.0	2.0
		20.0-22.0	d	wor	wor	wor						5 2.0	2.0
5													
		25.0-27.0	d	wor	wor	wor				*		6 2.0	2.0
		30.0-32.0	b	wor wor	wor	wor	soft moist		Dark Gray Cla	IJ.		72.0	2.0
5		35.0-37.0	d	wor	wor	wor					-	8 2.0	1.0
		•		wor									
GF Som D:Dr UP:(TP:1	ROUND S ple Type y C=Cc Undisturb Test Pit	SURFACE TO ed W=:Aashed ed Piston A=Auger V=Von	15 ne Test		Proportio race ttle 1 ome 2	USED ons Used 0 to 10% 10 to 20% 20 to 35%	4 "CA 14C Cohesion 0-0 10-3C 30-5C	SING: 1 Dib Wt. x 3.0 Diless Dens Loosi D Med. Der D Dense	THENOD offatton 2"O.D. Sam ity Cohesive Cons e O-4 Sa hse 4-8 M/ e 8-15	en Hole npler sistency oft 30 + H Stiff Stiff	Earth B fard Rock C Sample	UMMARY: foring 6 oring 0 s 11	55.5

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5	· •			DIA	MUND			JU., INU. NF 04862			DATE	10-86	_ OF	<u> </u>
	o Morri	son Geotechni	cal Er	ainee	ring	UN	ADDRESS	Watervil	le, Maine		HOLE NO	B-4	MG	E-B-4
P	ROJECT N	AME Correctio	nal Ce	nter			LOCATION	South Wi	ndham, Maine		LINE & STA.	as	-	
R	EPORT SE	NT TO	a sit	0			Pi	ROJ. NO	N OC 50		SUPE ELEV	Ins	pect	cor
S	AMPLES S	ENT TOUNC	i e ore	~			[0.	JR JOB NO.	_MH-3029	(Date	T	ime	
	GRO	UND WATER OBS	ERVATI	ONS ·			CASING	SAMPLE	R CORE BAR.	START	3-7-86	÷		0.m
At .	13.6' ^E	after	Hou	irs	Туре	HW		SS		COMPLETE	3-10-86			m
		1-10 - 11 - 101			Size I.D		4	1-3/8	<u> </u>	TOTAL HRS	Fman R Gi	1fiT	Tan	
AI.		offer	Hoi	Jrs	Homme	r Wt. r Fall		30	_ ВІТ	INSPECTOR		lwin	e	
			•		- ionanc			Contraction of the second		Doile Liton				
=	LUCATIO	N OF BURING] Tune			c"	Moistura	1	5011 IDEA	TIEICATION		1		
TH	Blows	Depths	of	0	n Sampli	61	Density	Strata	Remarks includ	te color, grada	tion, Type of	5	AMP	'nLΕ
Βũ	per foot	From - To	Somple	From 0-6	6-12	To 1 12-18	or	Elev	ness, Drilling tin	color, type, con ne, seams and	etc.	No	Pen	Rec.
-		40.0-42.0	d	wor	wor	wor						9	2.0	1.3
			1	wor]							
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		45.0-47.0	d	wor	wor	wor				10		10	2.0	1.9
				WOI			6							
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50		50 0-52 0	-	where	upr	upr					\$ D	11	20	20
	Υ.	.0.0-32.0	<u>u</u>	wor	moi	WUI							2.0	2.0
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TP	= Undisturbi = Test Pit	a Fiston A=Auger V=Von	e Test	li si	ome 2	01020% 01035%	10-3	SO Med. Der	nse 4-8 N	V/Stiff	Saraple	ts	11	
10	OUndisturb	ed Thinwall	na manifia	0	nd 3	5 to 50%	6 50 +	- Very Den	ise 15-30 \	/-Stiff	HOLE	NO P	-4	l

	NORTHEAST DIAMOND DRILLING CO., INC. P. O. BOX 617 UNION. MAINE 04862 Morrison Geotechnical Engineering IADDRESS Waterville, Maine													
7223	Morri	P. O. BO	cal Fr	, nainea	pring	UNI	ION. MAI	Watervill	le, Maine		HOLE NOB	-5	MGE	-B-5
PR	OJECT N	AME Correctio	nal Ce	enter	<u></u>		LOCATION	South Wir	ndham, Maine		LINE & STA.	as		
RE	PORT SE	NT TO	A SH	to			Pf	ROJ. NO	M OC 59		SURF FLEV	Ins	pect	or
SA	MPLES S	ENT TOIAKAT	16.21				[0(JR JOB NO	M-00-32	<u> </u>	Date	ĩ	me	
And the second s	GRO	UND WATER OBS	ERVATI	IONS			CASING	SAMPLER	CORE BAR.	START	3-4-86			0.m
AI .	5.0'	ofter	Ho	urs	Туре	HW		SS		COMPLETE	3-11-86			8.m.
1000		14 170 - 01/00		25,5470	Size I.D.	5.5257	-4	1-3/8	<u>.</u>	BORING FOR	EMAN <u>R</u> GI	lfiT	lan	
At -		ofter	Ho	urs	Hommer	· Wt. · Fall	24	30	- BIT	INSPECTOR SOILS ENGR	D_AI	Iwin	e	
<u> </u>	OCATIO		•											
⊨-		Sample	Type	Те		6"	Moisture	1.	SOIL IDEN	TIFICATION				
HL	Blows	Depths	of	0	n Sample	er	Density	Strata	Remarks includ	le color, grada	ition, Type of	3		τ <u>ε</u> γ
DE	per foot	From - To	Sampl	e From	6-12	To 1 12-18	or Consist.	Elev.	ness, Drilling tin	ne, seams and	etc.	No.	Pen	Rec.
	18	0.0-2.0	d	25	22	15	moist		Brown Silt &	& Sand		1	2.0	2.0
	21			18			frozen							
	5/													
NORTHEAST DIAMOND BUILLING CO, INC. Sector Sector 347 ro_box core drag UNIXON, MANIRE 04662 Sector 347 Sector 347 ro_box core drag Core core Sector 347 Sector 347 Sector 347 recourt serving Core core Sector 347 Sector 347 Sector 347 Sector 347 sector 347 Core core Sector 347 Sector 347 Sector 347 Sector 347 N 5.01 Edd of field Hours Sector 347 Sector 347 <td>120</td>		120												
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		10.0 12.0	T a	3			soft							
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15														
		15.0-17.0	d	1	woh	1	soft		Gray Clay			4	2.0	2.0
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So	mple Typ	e		1	Proportio	ins Use		4016 W1. x 30	"fall on 2"0.D. S	ampler	- Farth	SUMM	ARY	2.0
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TP	= Test Pit	A=Auger V=Va	ne Test		some 2	2010359	6 10-	30 Med. Den	nse 4-8 e 8-15	M/Stiff Stiff	Sarap	es	2	1
IIT	= Indisturt	hed Thinwall		I	and 3	55 to 50°	% 50	+ Verv Der	ise 15-30	V-Stiff	HOLE	NO.	B-5	3' 1

	11 ar	NORTH	EAST	DIA	MOND	DRII	LLING (CO., INC.			SHEET	3-5-	- 0 F	2				
)	11212	P. O. BC	OX 617	7	porte a sub-	UN	ION. MAI	NE 04862	lo Maino		HOLE NO.	B-6	MGE	E-B-6				
T	o _Morr	ison Geotechn Correctio	nal C	ng <u>ine</u> enter	ering		ADDRESS	South Wi	ndham Maine		LINE & STA.	as						
R	EPORT SE	INT TO					LOCATION		India Parice		OFFSET	per						
S	AMPLES	SENT TO Take	n @ Si	te			(a	JR JOB NO.	M-86-59		SURF. ELEV.	Ins	pect	or				
r	CP	WIND WATER OR	CEDVAT	IONIC	T	Name and a strategy of the					Date	Ţ	ime	CONTRACTOR				
	7 RI 7	AM 3-6-86	SCRVAI	10142			CASING	SAMPLE	R CORE BAR.	START	3-5-86			0.m				
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		-11		20152	Size I.D).	-4	1-3/8		BORING FOR	EMAN RG	IFIT	Ian					
AI -		offer	H0	ours	Homme	er Wt. Eall	24	30	- BIT	INSPECTOR	D_AI	Iwin	<u>e</u>					
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E	Cosing	Sample	Type		llows per In Sampl	6 er	Moisture	Strata	SOIL IDEN Remarks includ	ITIFICATION le color grada	tion, Type of	5	AMP	LE				
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	42						lucibe											
5	40	5070		-	45	12						3	20	20				
1	20	5.0-7.0		4	15	13	moist	0.5	Brown fine Sa	nd ,Silty t	race of	2	2.0	2.0				
	31				1		soft	8.0	Clay									
	30						soft		Brown & Gray	Clay W/ fin	e Sand							
10	29	10 0 12 0	+	2	2	1	moist		Layers		1dy W/ 1111e Salis							
ľ	20	10.0-12.0		3	<u> </u>		03						2.0	2.0				
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Sa	mpte Typ	e		1	Proportic	ins Used	1 14	OIb WI.x 30	"fall on 2"O.D. So	mpler	: 1 <u>s</u>	UMM	ARY:					
D = C	Dry C=Co	cred W=Washed			roce	01010%	Cohesia	onless Dens	e Cohesive Co	Soft 30 ±	Hard Bock	Boring	0	Mg				
TP	= Undisturt = Test Pit	A=Auger V=Va	ne Test		some 2	201035%	10-1	30 Med. De	nse 4-8 M	A/Stiff	Sorapl	25	1.	3				
UP UP	= Undistur l	bed Thinwall			and 3	35 to 50%	6 501	- Very Der	ise 15-30	/-Stiff	HOLE	NO.	DE	1				

	(x):	NUHTH	EAST	, UIA	MUNU	I DRI	LLING U	JU., INC	•		DATE 3-	6-86	OF	:
	o Morr	ison Gentechn	ical Fi	, nainea	rina	Ur	NON. MAI	Watervi	lle. Maine		HOLE NO	B	-6	DO
P	ROJECT N	AME Correction	onal C	enter	a trid		LOCATION	South W	indham, Maine		LINE & STA.	as	MGE	<mark>В-б</mark>
R	EPORT SE	NT TO	0 0 0	to			Pi	ROJ. NO			OFFSET	per		tor
S	AMPLES S	SENT TOIdke	16 21				ou	JR JOB NO.	<u>M-86-59</u>	r	SURF. ELEV.	1113	<u>pecc</u>	<u></u>
	GRC	OUND WATER OB	SERVAT	IONS			CASING	SAMPLE	R CORE BAR.			1	Ime	0.00
Af _		ofter	Но	urs	Tuga	Hu		c c		START	3-6-86			- p.m
					Size I.D).	4	1-3/8	3	TOTAL HRS		1677	1.00	p.m
At .		ofter	Но	urs	Homme	er Wt.			BIT	BORING FOR	EMAN _ R G	Iwin	e	
<u> </u>				ليريد	Hamme	er Fall	24			SOILS ENGR	•			
	LOCATIC	N OF BORING	;:		-									
F	Casing	Sample	Type	В	lows per	6"	Moisture	Strata	SOIL IDEN	TIFICATION			SAMP	LE
EPT	Blows	Depths From To	of	From	n Sampl 1	er To	Density	Change	soil etc. Rock-c	ie color, grada color, type, con	dition, Type of dition, hard-		T	T
	foot	11011-110		0-6	6-12	12-18	Consist.	Elev.	ness, Drilling tim	ne, seams and	etc.	No	Pen	Rec
	35	40.0-42.0	d	wor	wor	wor	-					7_	12.0	12.0
	34		+	wor		<u> </u>	Var							+
	32		-				1							
45	30		_											
	34						4				0			
	27		1			1	1						-	
50	24					1	1							
50	23	50 0 52 0					-	510				3	2.0	20
	28	50.0-52.0	luc				wet	51.0	Dark Gray CI	av	<u> </u>	3	2.0	2.0
1	21	52.2-53.0	v	37#	25#	2#	soft		Dark drug CI	uy				
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G	ROUND S	SURFACE TO	70		l	USED _	4_"c.	ASING: 1	THEN Refusal					
Son D: D	GROUND SURFACE TO													
UP =	Undisturb	ed Piston		fit	tle li	0 to 20%	0-10	D Loos	e 0-4	Soft 30 +	Hard Rock C	oring	9	_
TP:	Test Pit	A=Auger V=Von	e Test	so	ome 2	010359	6 10-3 30-5	O Med. Der O Dense	nse 4-8 M e 8-15	/Stiff Stiff	Sample	<u>s</u>	10	3
UT =	Undisturb	ed Thinwall		0	nd 3	5 to 50%	6 50 +	Very Den	ise 15-30 V	-Stiff	IHOLE	NU.	R-6	1

		NURTH	EAST		MUNI	J DRI	LLING	CU., INC			DATE 2-24	-86	OF	:			
R.,	llow	P.O.B(OX 61 ical F	7 Incino	erina	UN	ION. MAI	NE 04862 Watervi	11e.Maine		HOLE NO. B-	7	MGE	<mark>-B-7</mark>			
T P		Correcti	onal C	enter	citing		ADDRESS	South W	indham, Maine		LINE & STA.	as					
R	EPORT SE	INT TO					PI	ROJ. NO			OFFSET	per					
S	AMPLES	SENT TO Take	n@Si	te			(ot	UR JOB NO.	<u>M-86-59</u>		SURF. ELEV.	1115	peci	LOr			
ſ	GR	OUND WATER OB	SERVAT	NONS	T	and a subsection of the	CASING	SAMPLE			Date	1	ime				
At	7 @ 8:3	0 2-25-86	Н	ours	-		CHSINO	54m Q	en conc ban.	START	2-24-86			p.m a.m			
	2				Sizel	, 3	3-4/4	1-3/	8	TOTAL HRS	<u> </u>			_ p.m.			
At .		ofter	He	ours	Hamme	er Wt.	300	140		BORING FOR	EMAN B HI	NOFF					
					Hamm	er Fall	24			SOILS ENGR	• • • • • • • • • • • • • • • • • • •	aller and and					
	LOCATIO	ON OF BORING	3:														
T	Cosing	Sample	Туре	e E	Blows per	6"	Moisture	Strata	SOIL IDEN	TIFICATION			SAME	PIF			
Ld	Blows	Depths	of	Erou	n Samp n	ler To	Density	Change	Remarks includ soil etc. Rock-c	le color, grada color, type, con	dition, Type of		T	<u>т</u>			
õ	foot	From - To	Samp	0-0	6-12	2 12-18	Consist.	'Elev.	ness, Drilling tin	ne, seams and	etc.	No.	Pen	Rec.			
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		10.0-11.5	<u> </u>		<u> </u>			1010	Gray Silty Cl	ay fine San	d Layers						
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Sar	nple Typ	e		1	Proportio	ons Used	1 14	OID W1. x 30	0" fall on 2" O.D. Sa	mpler	1	UMM	ARY:				
0:0	ry C=Co	cred W=Washed			race	01010%	O-I	O Loos	sity Cohesive Co	nsistency Soft 30+	Hard Rock C	soring					
TP:	Test Pit	A=Auger V=Va	ne Test		some 2	201035%	10-3	30 Med. De	nse 4-8 M	/Stiff	Saraple	:5					
194	Undistur	bed Thinwall			ond 3	35 to 50%	6 50 1	- Very De	nse 15-30 V	-Stiff	HOLE	NO.	В	-7			

	•	NORTH	EAST	DIA	MOND	DRII	LING (CO., INC	•		SHEET 2-25	-86	_ OF	
	Maren	P. O. BC	OX 617	Inging	onina	UN	ION. MAI	NE 04862	2 illo Maine		HOLE NO.	B-7	MG	E-B-7
TO		Aug Correcti	onal C	enter	ering		ADDRESS	South V	Vindham, Maine		LINE & STA.	as		
RE	PORT SE	NT TO						OJ. NO			OFFSET	per		
SA	MPLES S	ENT TO la	ken (Ø	Site			ot	JR JOB NO.	M-86-59		SURF. ELEV.	Insp	ecto	r
	GRC	UND WATER OBS	ERVATI	ONS			CASING	SAMPLE			Dote	<u>T</u>	me	
At		after	Ho	urs	-		CASINO	cc.	en concloan.	START	2-24-86		_	- P.M.
				2	Sizel D	Auger	3-3/4	1-3/8	3	TOTAL HRS				_ p.m.
A1 _		ofter	Но	urs	Hommer	Wt.		140	BIT	BORING FOR	EMAN B-HI	1t 1boff		
					Hamme	Fall		36		SOILS ENGR	•			
l	OCATIO	N OF BORING	:											
T	Casing	Sample	Type	В	lows per	6"	Moisture	Strata	SOIL IDEN	TIFICATION		s	AMP	IE
Ld	Blows	Depths	of	Eron	n Somple	To	Density	Change	Remarks includ soil etc. Rock-o	te color, grada	tion, Type of dition, hard-			
ä	foot	From - To	Sample	0-6	6-12	12-18	Consist.	Elev.	ness, Drilling tin	ne, seams and	etc.	No	Pen	Rec.
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Sam	ple Type	1		1 P	roportion	s Used	1 14	OID W1. x 30	0"fall on 2"0.D. So	mpler	1 <u>s</u>	UMMA	ARY:	
D=D	ry C=Cc	red W=Washed		ti	roce (01010%	Cohesic 0-1	onless Dens	e Cohesive Co	Soft 30 +	Hard Rock C	oring		
TP:	Test Pit	A=Auger V=Vor	ne Test	s	ome 2	01035%	10-3	Med. De	nse 4-8 N	V/Stiff	Somple	s		105
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		NORTH	EAST	DIA	MOND	DRI	LLING	CO., INC			SHEET 2-24	-96	_ 0f	
<i>.</i>		P. O. BC	OX 617			UN	ION. MAI	NE 04862	2		DATE	3-7	MG	E-B-7
۲	o Mon	rison Geotechr	nical Er	ngine	ering		ADDRESS	Watervi	lindham Maine		LINE & STA	as	14	
P	ROJECT N	AME CORTECL	ional u	anter			LOCATION		withdright, rathe		OFFSET	per		
	AMPLES C	INT TO TO	aken (Site				ROJ. NO	M-86-59		SURF. ELEV.	Insp	ecot	r
, 								011 000 110.		[Date	T	Ime	
	GRO	SUND WATER OB	SERVATIO	ONS			CASING	SAMPLE	ER CORE BAR.	START	2-24-86	K ara Ara ta		0.0
At		ofter	Hou	rs	Туре	Auger	0.0/4	SS		COMPLETE	2-25-86			287
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At		ofter	Hou	rs	Hommer	Wt.		36	- BIT	INSPECTOR	PNe	thof	f.	
-					nommer	FOIL				SUILS ENGH	•			
	LOCATIC	N OF BORING	3:					1	-			1		-
E	Casing	Somple	Type	Bl	ows per l	6"	Moisture	Strata	SOIL IDEN	ITIFICATION	tion Trop of	5	AMP	LE
EP	per	From - To	Somole	From	Jumple	То	Density or	Change	soil etc. Rock-c	color, type, con	dition, hard-		1	1
0	foot			0-6	6-12	12-18	Consist.	Elev.	ness, Drilling tin	ne, seams and	etc.	No.	Pen	Rec
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_	GROUND S	SURFACE TO			U	ISED	"c	ASING:	THEN					
50	mple Type	ed Walkoched		Pr	oportion	s Used	Cohesia	Olb W1.x 30	o fall on 2° O.D. Sa sity Cohesive Co	mpler nsistency	Earth E	UMM/	ARY:	
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UT	- I Indieturt	ed Thowall		1 00	A 34	510500	1 50 1	Mary Day	15.701		LIULE	N/N		1



	<mark>B07-1</mark>
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
WATER LEVEL INFOR	MATION
SOILS SATURAT	ΈD

PROJECT / CLIENT: PROPOSED VECHICAL MAINTENANCE BUILDING / BUREAU OF GENERAL SERVICES MAINE CORRECTIONAL FACILITY, WINDHAM, MAINE LOCATION: GREAT WORKS TEST BORNINGS DRILLING CO. : DRILLER: DAVE DIONNE TYPE SIZE I.D. HAMMER WT. HAMMER FALL 300 lbs CASING: НW 4" 18" SS 1 3/8" 30" SAMPLER: 140 lbs

CASING BLOWS	NG SAMPLE				SAM	PLER B	LOWS F	PER 6"		
PER	NO.	PEN.	REC.	DEPTH	0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
1001									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'	
									ł	
	20	24"	16"	7.0'	7	11	12	12	-	~ HARD BEOMMING w=20.1%
	20	24		7.0	- <i>'</i>		15	15		w=20.170 4p=3 KSI
										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 ~ gp=1.0 ksf
	4D	24"	24"	17.0'	1	2	1	2		~ MEDIUM ~
									-	GRAY SILTY CLAY W/ SAND LAYERS
									ļ	
	40	0.4"	40"	00.01						
	50	24"	18"	22.0	3	3	3	3		qu=2.3KST W=43.6%
	50	27	12	22.0	5	5	5		24.0'	
										GRAY CLAYEY SILTY FINE TO MEDIUM SAND
									26.0'	
	6D	24"	12"	27.0'	8	16	9	5		~ MEDIUM DENSE ~
										GRAY SILTY SAND WITH GRAVEL (TILL)
									20.2	
									23.2	BOTTOM OF EXPLORATION AT 29.2' ROLLER CONF REFUSAL
										(PROBABLE BEDROCK)
									4	NOTE: 1) ATTEMPTED VANE AT 22.0' ONLY 3" PENETRATION
									-	
										2) ATTEMPTED VANE AT 25.0° ONLY 2° PENETRATION (PPOPARIE SAND OR TILL)
									-	
SAMPLES: SOIL CLASSIFIED BY:							γ.			RKS [.]
D = SPLIT SPOON							••			
C = 2" SHELBY TUBE DRILLER VISUALLY					LLER	VISUAL	LY.		STRATIFICATION LINES REPRESENT THE (2)	
S = 3" SHELBY TUBE X SOIL TECH. VISUALLY				I. VISU	JALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES			
U = 3.5"	SHELE	BY TUB	E	X	LAE	ORATO	DRY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-1



	<mark>B07-2</mark>
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
WATER LEVEL INFOR	MATION
SOILS SATURAT	ED

PROJECT / CLIENT: PROPOSED VECHICAL MAINTENANCE BUILDING / BUREAU OF GENERAL SERVICES MAINE CORRECTIONAL FACILITY, WINDHAM, MAINE LOCATION: GREAT WORKS TEST BORNINGS DRILLING CO. : DRILLER: DAVE DIONNE TYPE SIZE I.D. HAMMER WT. HAMMER FALL 300 lbs CASING: НW 4" 18" SS 1 3/8" 30" SAMPLER: 140 lbs

CASING BLOWS		SAN	IPLE		SAM	PLER BI	LOWS F	PER 6"					
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	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 ks		
									4.0'	BROWN SILTY SAND (FILL)			
										~ VERY STIFE ~			
									1	GRAYISH BROWN SILTY CLAY			
	2D	24"	20"	7.0'	4	5	6	7	-	w=25.6%	a⊳=5 to 7 ks		
									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: SOIL CLASSIFIED BY: D = SPLIT SPOON DRILLER VISUALLY C = 2" SHELBY TUBE DRILLER VISUALLY S = 3" SHELBY TUBE X							YISUAL		REMAR	STRATIFICATION LINES REPRESENT THE	3		
U = 3.5"	SHELE	BY TUB	E	X	LAB	ORATO	DRY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO	B-2		
1					-				1				



	P07-1
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
WATER LEVEL INFOR	MATION
SOILS SATURAT	ED

PROJECT / CLIENT: PROPOSED VECHICAL MAINTENANCE BUILDING / BUREAU OF GENERAL SERVICES MAINE CORRECTIONAL FACILITY, WINDHAM, MAINE LOCATION: DRILLING CO. : GREAT WORKS TEST BORNINGS DRILLER: DAVE DIONNE TYPE SIZE I.D. HAMMER WT. HAMMER FALL 300 lbs CASING: НW 4" 18" SS 1 3/8" 30" SAMPLER: 140 lbs

mon PEN REC Derive (8,07) 0 <th0< th=""> <th0< th=""></th0<></th0<>	CASING BLOWS		SAN	PLE		SAMPLER BLOWS PER 6"								
10 10 TOPSOLUTITY SAND OR CLAYEY SOIL FILL - LOOSE - 10 10 10 -LOOSE - 10 10 10 10 -LOOSE - 10 10 10 10 -LOOSE - 10 10 10 10 10 -LOOSE 10 10 10 10 -LOOSE - 10 10 10 10 - - 10 10 10 10 - - 10 10 10 - - -	PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA			
SMMPLES: SOL CLASSIFIED BY: ORLICENT VISUALLY PROBABLE SILTY SAND OR CLAYEV SOL FILL -LOOSE ~ SMMPLES: ORLICENT VISUALLY SOL CLASSIFIED BY: ORLICENT VISUALLY SMMPLES: ORLICENT VISUALLY										1.0'	TOPSOIL WITH ORGANICS			
-LOOSE-											PROBABLE SILTY SAND OR CLAYEY SOIL FILL			
SAMPLES SOL CLASSIFIED BY: ORIGINAL STATISTICATION LINES REPRESENT THE ORIGINAL STATISTICATION LINES REPRESENT THE Original Statistication Lines Represent The SAMPLES SOL CLASSIFIED BY: ORIGINAL STATISTICATION LINES REPRESENT THE ORIGINAL STATISTICATION LINES REPRESENT THE Original Statistication Lines Represent The SAMPLES SOL CLASSIFIED BY: ORIGINAL STATISTICATION LINES REPRESENT THE ORIGINAL STATISTICATION LINES REPRESENT THE Original Statistication Lines Represent The SAMPLES SOL CLASSIFIED BY: ORIGINAL STATISTICATION LINES REPRESENT THE Original Statistication Lines Represent The Original Statistication Lines Represent The SAMPLES SOL CLASSIFIED BY: ORIGINAL Statistication Lines Represent The Original Statistication Lines Represent The Original Statistication Lines Represent The Samples Sol CLASSIFIED BY: Original Statistication Lines Represent The Original Statistication Lines Represent The Original Statistication Lines Represent The Samples Sol Classified BY: Original Statistication Lines Represent The Original Statistication Lines Represent The Original Statistication Lines Represent The Samples Sol Classified BY: Original Statistication Lines Represent The Original Statistication Lines Represent The Original Statistratistication Lines Represent The Orig											~ LOOSE ~			
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SAMPLES: Sol CLASSIFIED BY: Sol CLASSIFIED BY:<														
SMMLES: SOL CLASSIFIED BY: SOL CLASSIFIED BY: </td <td></td> <td>PROBABLE STIFF BROWN SILTY CLAY</td>											PROBABLE STIFF BROWN SILTY CLAY			
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SMPLES: SOL CLASSIFIED BY: DRILLER VISUALLY SPENT SPON C C A											BOTTOM OF EXPLORATION AT 9.5' AUGER REFUSAL			
Image: Solution of the state of the sta											(PROBABLE BEDROCK)			
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SAMPLES: SOIL CLASSIFIED BY: D = SPLIT SPOON C = 2" SHELBY TUBE C = 2" SHELBY TUBE DRILLER VISUALLY S = 3" SHELBY TUBE DRILLER VISUALLY U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. REMARKS:														
SAMPLES: SOIL CLASSIFIED BY: REMARKS: D = SPLIT SPOON DRILLER VISUALLY STRATIFICATION LINES REPRESENT THE C = 2" SHELBY TUBE DRILLER VISUALLY STRATIFICATION LINES REPRESENT THE S = 3" SHELBY TUBE DRILLER VISUALLY STRATIFICATION LINES REPRESENT THE U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL.														
ID = SPLIT SPOON C = 2" SHELBY TUBE S = 3" SHELBY TUBE DRILLER VISUALLY STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. ROPING NO :	SAMPLE	ES:			SOIL C	LASSI	FIED BY	<i>(</i> :		REMAR	KS:			
S = 3" SHELBY TUBE DRILLER VISUALLY STRATIFICATION LINES REPRESENT THE U = 3.5" SHELBY TUBE SOIL TECH. VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL.	D = SPL													
U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. ROPING NO. D 1	$C = 2^{\circ} S$ S = 3" S	HELBY	TUBE			SO	LLEK I TECH	VISUAL						
	U = 3.5"	SHELE	BY TUB	E		LAB	ORATO	ORY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO · P-1			



B07-3 B-3 BORING NO .: 1 OF 1 SHEET: PROJECT NO .: 07 0150 DATE START: 4/30/2007 DATE FINISH: 4 30 047 101± ELEVATION: PFK SWC REP .: WATER LEVEL INFORMATION

PROJECT / CLIENT:	PROPOSED	/ECHICAL MA	AINTENANCE BU	JILDING / BUREA	U OF GENERAL SERVIC	ES
LOCATION:	MAINE CORR	ECTIONAL F	ACILITY, WINDH	IAM, MAINE		_
DRILLING CO. :	GREAT WOR	KS TEST BOF	RNINGS	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"		

CASING		SAN	IPLE		SAM	PLER B	LOWS F	PER 6"			
PER	NO.	PEN.	REC.	DEPTH	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⁺ kst
									-		
									4		
				40.01		10		_	-	STIFF~	
	3D	24"	21"	12.0'	4	10	8		-		q _P =5.5 kst
									-	~ 3 ± LAYER OF SAND AND GRAVEL AT TT±	q _P =∠ KSI
									-		a =1 to 1.5 ket
	3 1/2"v			15.6'					1	S. =1 5/0 18 ksf ~ MEDILIM ~	
	0 1/2 X			10.0					-	GRAY SILTY CLAY	
									-		
									19.0'		
									1	~ MEDIUM ~	
									1	GRAY SILTY CLAY	
	4D	24"	24"	22.0'	WOH	WOH	WOH	2		w=45.1%	q _P =<1.0 ksf
									4	qu=1.2ksf w=32.7%	
									-	wL=31.0%	
	1S	24"	24"	27.0'					-	wp=15	
	3 1/2"x	7" VAN		27.6						$S_{V}=0.70/0.09$ ksf	
	3 1/2°X	/" VAN		28.2					29.0		
									-	ROD PROBE (NO SAMPLING) 29.0 TO 37.5	
									-		
									-	29' 30' 3 34' 35' 3	
									1	30' 31' 3 35' 36' 3	
										31' 32' 2 36' 37' 3	
									1	32' 33' 2 37' 37.3' 50/2"	
									-	33' 34' 3	
									37.3'		
										BOTTOM OF EXPLORATION AT 37.3' ROD PROBE RE	FUSAL
										(PROBABLE BEDROCK)	
SAMPI	ES:			SOIL	LASSI	FIED B	Y:		REMAR	RKS:	
D = SPL	IT SPC	ON				U					\frown
C = 2" S	HELBY	TUBE			DRI	LLER	VISUAL	LY		STRATIFICATION LINES REPRESENT THE	(5)
S = 3" S	S = 3" SHELBY TUBE X SOIL TECH. VISUALLY			JALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES	\square				
U = 3.5"	SHELE	BY TUB	E	X	LAB	ORATO	DRY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.:	B-3



B07-4 **B-4** BORING NO .: SHEET: 1 OF 1 PROJECT NO .: 07 0150 DATE START: 4/30/2007 DATE FINISH: 4 30 047 101± ELEVATION: SWC REP .: PFK WATER LEVEL INFORMATION

PROJECT / CLIENT:	PROPOSED	/ECHICAL MA	AINTENANCE BU	JILDING / BUREA	U OF GENERAL SERVIC	ES
LOCATION:	MAINE CORR	ECTIONAL F	ACILITY, WINDH	IAM, MAINE		_
DRILLING CO. :	GREAT WOR	KS TEST BOF	RNINGS	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"		

SAMPLER: CORE BARREL:

CASING	SING SAMPLE				SAM	PLER B	LOWS F	PER 6"				
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	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 DISTUR	BED)	
	20	24"	1/1"	7.0'	2	4	7	10	6.0		a =2 5 to 5 kot	
	20	24	14	7.0	5	4	1	10		~ 3HFF ~	q _P =3.5 to 5 kSi	
										BROWN SILTY CLAY		
									-			
]			
	3D	24"	14"	12.0'	5	7	8	9				
									15.0'	BROWNISH GRAY SILTY CLAY	q _P =1.0 kst	
	4D	24"	24"	17.0'	2	1	2	2	-	~ MEDIOM ~ w=43.0%	a_=<1.0 ksf	
	40	27	27	17.0	2	1	2	2		GRAY SILTY CLAY	Чр= < 1.0 КЗ	
	3 1/2">	7" VAN	IE	20.6'						S _V =0.81/0.04 ksf		
	3 1/2">	7" VAN	IE	21.2'					-	S _V =0.76/0.06 ksf		
									-			
	3 1/2"	/ 7" \/AN		25.6'					ł	S. =0.87/0.10 kcf		
	3 1/2"	7" VAN	IF	25.0						S ₂ =0.88/0.11 ksf		
	0								28.0'			
										ROD PROBE (NO SAMPLING) 28.0' TO 36.2'		
										(PROBABLE GRAY SILTY CLAY TO 35'±)		
										DEPTH / BLOWS DEPTH / BLOWS		
										29 JU J JJ JA 5 30' 31' A 24' 25' 9		
									ł	31' 32' 4 35' 36' 24		
										36' 36.2' 50/3"		
										BOTTOM OF EXPLORATION AT 36.2' ROB PROBE REFU	JSAL	
										(PROBABLE BEDROCK)		
SAMPL	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	RKS:		
D = SPI	LIT SPC	DON				-					\bigcirc	
C = 2" S	SHELB	TUBE			DRI	LLER	VISUAI	LY		STRATIFICATION LINES REPRESENT THE	(6)	
S = 3" SHELBY TUBE X SOIL TECH. VISUALLY		JALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES	\smile							
U = 3.5'	" SHELI	BY TUB	E	X	LAB	ORATO	DRY TE	ST	1	AND THE TRANSITION MAY BE GRADUAL. BORING NO.:	B-4	

S.	N.C	COL	E		、 、	ę	6.			BORING LOG		B98-1	
ENG	NEEF	RING,	INC.	~~								1 OF 2	
GEOTEC		CONSUL	TANTS			≫ No.L			OTIONIA		ROJECT NO .:	98-685.1 S	
PROJEC		IENT:	WIND	HAM M		510IN-IV	IAINE C	JURRE	CHONA	L CENTER / SMRT, INC. DA		12-09-98	
DRILLIN	IG FIR	M:	MAINE	E TEST	BORIN	GS, IN	.		D	PRILLER: MIKE PORTER		149 9'+/-	
										EL	EVATION:	USGS DATUM)	
			T	YPE	SIZE	E I.D.	НАММ	ER WT	HAMM	ER FALL SV	VC REP.:	BOB JENSEN	
CASING	e :		<u> </u>	1W	3	.0"	300) LB	1	16" WATER L	EVEL INFORM	ATION	
SAMPLI	ER:	1.	<u>8</u>	SS	1:	3/8"	140) LB	3	30" WATER AT 6	5.0' WITH CASI	NG AT 45'	
		L	IN			<u> </u>	-			WATER AT 23.6	AFTER REMO	VING CASING	
CASING		SAI	MPLE		SAM	PLER B	OWSF	ER 6"					
PER	NO	DEN	PEC	DEPTH	0.6	6-12	12.18	18-24	DEPTH	STRATA & TEST DA	TA	之子的人	
FOOT	NO.	FEN.		@ BOT		0-12	12-10	10-24	1.21			DOANIOO	
AUGER	1D	24"		2.0'	7	12	9	8	1.3	BROWN SANDT SILTT TOPSOLE WITH SOME	ROUTS AND U	RGANICS	
*										BROWN SANDY SILT			
*					ļ				-				
*			1	<u> </u>	<u> </u>				0.51	~ MEDIUM DENSE ~			
10	2D	24"	1	7.0'	8	7	8	11	0.0				
13			1	+	1							qp = 2.0 ksf	
13										BROWN SANDY SILT WITH SILTY C	CLAY LAYERS		
13							~			~ MEDIUM DENSE ~			
19	30	24"		11.0	1	1	2		11.0	w = 33.0%		$a_{0} = 20.30$ ksf	
7			1	-					13.0'	BROWN TO GRAY SILTY CLAY WITH SANDY SI	LT LAYERS	~ STIFF ~	
4												<u></u>	
4				1	<u> </u>	1	1		105	GRAY SILTY CLAY WITH SANDY S	ILT LAYERS		
8	4D	24"		17.0'	WOR	WOH	WOH	3	16.5	~ MEDIUM ~		qp = 1.0 ksf	
3				11.0					1				
3													
3				<u> </u>		1				GRAY SILTY CLAY			
8	5D	24"		22.0'	WOH	woн	WOH	3				ap = 0.5 - 1.0 ksf	
10												чр ото по кол	
8													
12		1							{	~ MEDIUM ~			
13							1						
10	1C	24"								qu = 1.02 ksf			
8	2"X7" \	VANE		28.4'			25/0	30/5	Sv = 1.0	2/0.00 ksf w = 54.0%		qp = 0.5 ksf	
11		1		<u> </u>		1			Sv= 1.22	2/0.20 ksf 			
8	6D	24"		32.0'	WOR	woн	WOH	3		w = 57.1%		ap = 0.5-1.0 ksf	
8												-11	
7													
7		<u> </u>	1			l ī	1	1	-				
7	7D	24"		37.0'	WOR	WOR	WOR	woн					
5													
4													
5	L				<u> </u>	ļ	-			L			
SAMPL	ES:			SOIL	CLASSI	FIED B	Y:		REMAF	RKS:			
D=SPLIT SPOON X DRILLER - VISUALLY										STRATIFICATION LINES REPRESENT THE		(2)	
C=3" SH	=3" SHELBY TUBE X SOIL TECH VISUALL									JALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES			
U=3.5"	SHELE	IY TUBI	E	X	LAE	ORATO	DRY TE	ST	T AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B98-1				

S.	N.C	:0L	E	~~^	N	t	1		ВС	ORING LOG		B98-1
ENGI	NEER	ING,	INC.	~~~	N/	\int				<u></u>		2 OF 2
PROJE		IENT:	PROP	OSED E	EXPAN	SION-N		ORRE	CTIONAL CENTER / SMRT, IN	C.	DATE START:	12-09-98
LOCATI	ON:		WIND	HAM, M	AINE		a				DATE FINISH:	12-10-98
DRILLIN	IG FIR	M:	MAINE	TEST	BORIN	GS, IN	<u> </u>		DRILLER: MIKE PORTE	R	- ELEVATION:	149.9'+/-
			ΤY	'PE	SIZE	E I.D.	НАММ	ER WT	HAMMER FALL		SWC REP.:	(USGS DATUM) BOB JENSEN
CASING	;: 		<u> </u>	W	3.	.0"	300) LB	16"		WATER LEVEL INFORM	MATION
CORE		f •	S	<u></u>	13	3/8"	140) LB	30"		ATER AT 6.0' WITH CAS	ING AT 45'
	// (I (I (C			<u></u>		-	•				AT 20.0 AT LEXILENCE	JUING CASING
CASING		SAI	MPLE		SAMI	PLER BI	LOWSF	PER 6"				
PER	NO	PEN	REC.	DEPTH	0-6	6-12	12-18	18-24	DEPTH	STRATA & T	EST DATA	
FOOT			1	@ BOT			1		The second s	at he and a start to a start	and the second second	an Andrea Standard Standard
4	D	24"	1	42.0'	WOR	WOR	WOR	WOH				
3										GRAY SILT	Y CLAY	
WOH												
WOH 13		1								~ MEDI	UM ~	
11	2C	24"		47.0'					qu = 0.77 ksf			
5	2"X7" \	/ANE		48.4'			25/5	35/15	Sv = 1.02/0.20 ksf	w = 41	.8%	qp = 0.5 ksf
1					ļ				Sv = 1.42/0.61 ksf			1
WOH				<u> </u>		1						
WOH	D	24"		52.0'	WOR	WOR	WOH	WOH				
WOH												
WOH												
WOH				<u> </u>		1						
	n	24"		57.0'	WOR	WOR	WOR	WOH				
WOH												
WOH												
WOH			<u> </u>		ļ			ļ				
	n	11"	_	61 4'	2	50			61.4'			
				01.4	<u> </u>							
										HARD GRAY META	PELLITE SCHIST	
					ļ	<u> </u>	1	<u> </u>		RQD =	77%	
	40	E O'	4 01	GG A'	069/				66.4'			
		5.0	4.0	00.4	90%							
										BOTTOM OF BO	RING AT 66.4'	
				1								
		<u> </u>	<u> </u>									
-												
				1		1	+					
		1										
SAMPL	ES:			SOIL	CLASSI	FIED B	Y:		REMARKS:			
D=SPI		ON		X	ואם [LLER -	VISUA	LLY	STRATIFICATION LIN	ES REPRESENT THE		3
C=3" SI	HELBY	TUBE		X	soi	L TECH	H VIS	UALLY	APPROXIMATE BOUI	NDARY BETWEEN SOI	TYPES	
U=3.5"	SHELE	Y TUB	E	X] LAE	BORAT	ORY TE	ST	AND THE TRANSITIO	N MAY BE GRADUAL.	BORING NO .:	B98-1
L				•••••								<u> </u>

S ,1	N.C	COL	E				4			BORING LOG	BORING NO .:	B98-2
ENG	INEEF	RING,	INC.								SHEET:	1 OF 2
GEOTE		CONSUL		0055	\mathbb{N}	∕∕					PROJECT NO .:	98-685.1 S
PROJE		IENI:				SION-N	IAINE	CORRI	CTIONA	. CENTER / SMRT, INC.	DATE START:	12-07-98
	ION.	٨A·	MAINE	TEST			<u> </u>				DATE FINISH: _	12-08-98
DRILLI	NG PIIN	IVI.		_ 1201	bonn	165, IN	<u>.</u>		D	RILLER: MIKE PORTER	ELEVATION:	150.7'+/-
			T	PF	SIZ	FID	намм		т налля	REAL		(USGS DATUM)
CASIN	G:		 H	w	3	.0"	30	0 I B	1		SVVC REP.:	BOB JENSEN
SAMPL	ER:			SS	1	3/8"	14	0 LB		∑	RAT 7 2' WITH CAS	
CORE	BARRE	L:	N	Q2		2"	_			WATER AT	14.3' AFTER REMO	DVING CASING
	In the second			and the second second					1			
BLOWS		SAM	NPLE	- C.(-	SAM	PLER B	LOWSI	PER 6"	DEDTU	OTDATA S TES		
PER	NO.	PEN.	REC.	DEPTH	0-6	6-12	12-18	18-24		SIRATA&TES	I DATA	free and a second s
AUGER		1				1		+	0.6'	BROWN SILTY SANDY TOPSOIL WIT		
*	1D	24"		2.0'	1	3	6	6		BROTH OLEFT ON ADT TO TOOLE WIT	ITTOOTS AND ORC	SANICS
*								1	-	BROWN SILTY FINE SAND WITH S	OME THIN SILT LAY	(ERS
*												
*			1			<u> </u>				~ DENSE ~		
56		0.47		7.01					_			
70	20	24		7.0	24	38	31	25	-			
45									9.0'			
40												
34		ĺ							1			
35	3D	24"		12.0'	1	1	2	3				
33								ļ		BROWN TO GRAYISH BROWN SILTY CLA	AY WITH SANDY SIL	T LAYERS
28									-			
38		1							-	~ MEDIUM ~	-	
33	4D	24"		17.0'	2	2	2	3	-	w = 43.2%		an = 1.0-1.5 kst
27												4p 1.0 1.0 kbi
25												
23								<u> </u>				
27	50	24"		22.01	2	1	2	7	21.5			qp = 1.5 ksf
31		24		22.0			2	/	-	GRAY SILTY CLAY WITH SOME TH		EDC
27									-		N OANDT GIET EAT	ENG
23										~ MEDIUM ~		
34												
31	6D	24"		27.0'	2	1	3	3				qp = 1.5-2.0 ksf
10									28.0'			
19										GRAY SILTY O	AY	
33					·			<u> </u>	1			
26	1U	24"		32.0'		ĺ				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		
44	2U	24"								~ MEDIUM ~		
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									<u> </u>			
SAMPL	ES:			SOIL C	LASSII	FIED B	ť:		REMARI	S:		
D=SPLI	T SPOO	N		Х	DRI	LLER -	VISUAL	LY		TRATIFICATION LINES REPRESENT THE		(4)
C=3" SH	IELBY	TUBE		Х	SOI	L TECH	I VISU	JALLY		PPROXIMATE BOUNDARY BETWEEN SOIL TYP	ES	\smile
U=3.5"	SHELB	Y TUBE		X	LAB	ORATO	DRY TE	ST		ND THE TRANSITION MAY BE GRADUAL.	BORING NO .:	B98-2
114												

S .	<u>N.(</u>		E	~~~	,					BORING LOG	BORING NO.:	B98-2
GEOTE		CONSUL	INC.	•		$\sqrt{-}$					= SHEET:	2 OF 2
PROJE	ст / сі	IENT:	PROF	OSED	EXPAN	SION-N		CORRE	ECTION	CENTER / SMRT INC	PROJECT NO.:	98-685.1 S
LOCAT	ION:		WIND	HAM, N	IAINE						- DATE START: -	12-07-98
DRILLII	NG FIR	M:	MAIN	E TEST	BORIN	IGS, IN	C.					12-08-98
				*****							ELEVATION:	150.7'+/-
			Т	YPE	SIZ	EI.D.	НАММ	ER W	Г НАММ		SINC DED -	(USGS DATUM)
CASING	G:		F	-w	3	.0"	30(DLB		16"		BOB JENSEN
SAMPL	ER:			SS	1 :	3/8"	14() LB		30"		MATION
CORE E	BARRE	L:	N	IQ2	2	2"					RAT 14 2 AFTED DEMO	ING AT 30'
							•				KAT 14.3 AFTER REMU	DVING CASING
CASING	38 A.	SAM	NPLE		SAM	LERB	OWS F	PER 6				
PER				DEPTH			1 	and a second	DEPTH	STRATA & T	EST DATA	
FOOT	NU.	PEN.	REC.	@ ВОТ	0-6	6-12	12-18	18-24				
55									_			
54	7D	24"		42.0'	WOR	WOR	WOH	5	-			qp = 1.0-1.4 ksf
56									-1	GRAY SILT	Y CLAY	
61									4			
02			1						4	~ MEDI	UM ~	
	311	24"		47.0'					-			
	3 5"X7"	VANE		47.0			80/0	65/5	40 4	SV = 1.10/0.00 kst $W = 49$.2%	
				10.1			00/0	00/0	40.4	3V - 0.90/0.07 KSI		
									-	BOTTOM OF BO		
									1			
									1		1FUGAL AT 75.9	
									-			
									1			
									ĺ			
]			
									1			
]			
		1										
												l
SAMPLE	S:			SOIL CI	ASSIF	IED BY	:		REMAR	<s:< td=""><td></td><td></td></s:<>		
D=SPLIT	SPOO	N	Г	X	DRII	LER - V		Y				5
C=3" SHI	ELBY T	UBE	ŀ	$\frac{1}{x}$	SOIL	TECH.	- VISU			APPROXIMATE BOUNDARY RETWIEFN SOU	TYPES	\mathbf{C}
U=3.5" S	HELBY	TUBE	ľ	X	LABC	RATO	RY TES	т		AND THE TRANSITION MAY BE GRADUAL.	BORING NO.	D09.0
												D30-2

Bettermela Costa A xing PROJECT PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC. PROJECT DATE FIN LOCATION: WINDHAM, MAINE DRILLER: ENVINGIGUERE ELEVATION DATE FIN LOCATION: WINDHAM, MAINE DRILLER: ENVINGIGUERE ELEVATION ELEVATION CASING: TYPE SIZE LD. HAMMER WT HAMMER FALL SWC REI WATER LEVEL CASING: HSA 2.9" WATER LEVEL WATER LEVEL CORE BARREL: SAMPLER SAMPLER BOUX3 PERS DEPTH STRATA & TEST DATA CORE BARREL: SAMPLER BOUX3 PERS DEPTH STRATA & TEST DATA CORE BARREL: SAMPLER BOUX3 PERS DEPTH STRATA & TEST DATA CORE BARREL: SAMPLER BOUX3 PERS DEPTH STRATA & TEST DATA CORE BARREL: SAMPLER BOUX3 PERS DEPTH STRATA & TEST DATA CORE BARREL: SAMPLER BOUX3 PERS DEPTH STRATA & TEST DATA CORE BARREL: SAMPLER BOUX3 PERS DEPTH STRATA & TEST DATA CORE BARREL: SAMPLER BOUX3 PERS DEPTH STRATA & TEST DATA	G NO.:	B98-3
PROJECT FOLENT PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC. DATE FIN UNIDAMA MAINE MAINE TEST BORINGS, INC. DRILLER: ERVIN GIGUERE ELEVAT DRILLING FIRM: MAINE TEST BORINGS, INC. DRILLER: ERVIN GIGUERE ELEVAT CASING: HSA 2.5" WATER SWC REI CASING: HSA 2.5" WATER LEVEL WATER LEVEL CORE BARREL: SAMPLER: SAMPLER: SWC REI WATER AT 16.3"W CORE BARREL: SAMPLER: SAMPLER: SAMPLER: DETTI STRATA & TEST DATA 20010 NO FRM REC GENTH 0.6" 10 2.3" BROWN SANDY SILTY SANDY TOPSOIL 20111 1.5 1.1 1.5 1.0 0.3" BROWN SANDY SILTY SANDY TOPSOIL 20112 1.5 1.0 1.0 2.5 1.6 7"/-/. 20112 1.5 1.0 1.0 2.5 1.6 7"/-/. 20112 1.5 1.0 1.0 2.5 1.6 7"/-/.	CT NO.:	98-685.1 S
Loch N.M. Maine TE PRINCES, INC. DRILLING FIRM. MAINE TER DORINGS, INC. DRILLER: ELVATIN CASING: HSA 2.5" SWC REI SWC REI SWC REI CASING: HSA 2.5" WATER AT 16.3" W WATER AT 16.3" W CARMALIZ: SS 13/8" 140 LB 30" WATER AT 16.3" W CARANCE: SS 13/8" 140 LB 30" WATER AT 16.3" W CORE BARREL: SMPLICE BLOWS PERGE DEPTIN STRATA 2."TEST DATA 10 18" 1.5" 1 0.3 BROWN SILTY SANDY TOPSOL 10 18" 1.5" 1 0.3 BROWN SANDY SILT TRACE OF WOOD (POS) 20 18" 0.5" 10 25 16 7"+/. 20 18" 11.5" 5 10 10 1 30 18" 11.5" 5 7 7"+/. BROWN TO GRAYISH BROWN SANDY SILT WITH SOME 30 18" 11.5" 5 7 7 20.6"	START:	12-10-98
CASING: TYPE SIZE ID HAMMER WT HAMMER FALL SWC REI CASING: HSA 2.5" WATER LEVEL SWC REI SAMPLER: SS 13/8" 140 LB 30" WATER LEVEL CORE BARREL: SAMPLEE SAMPLEE SAMPLEE SAMPLEE SAMPLEE CORE BARREL: SAMPLEE SAMPLEE SAMPLEE DEPTH WATER LEVEL CORE BARREL: SAMPLEE SAMPLEE SAMPLEE DEPTH WATER LEVEL CORE BARREL: SAMPLEE SAMPLEE SAMPLEE DEPTH STRATA & TEST DATA CORE AND TO BROWN SILTY SANDY TOPSOIL 10 15 11 15 16 7"4.6 2D 18" 6.5" 10 25 16 7"4.6 7"4.6 3D 18" 11.5" 5 10 10 7"4.6 7"4.6 4D 18" 18.5" 5 7 7"4.6 7"4.6 SD 18" 18.5" 5 7 <	INISH:	12-10-98
TYPE SIZE I.D. HAMMER WT HAMMER FALL SWOREI CASING: SS 1398" 140 B 30" WATER AT 16.3" WI CORE BARREL: SS 1398" 140 B 30" MATER AT 16.3" WI CORE BARREL: SAMPLER SAMPLER BLOWS PERS DEFTI STRATA & TEST DATA CORE No PER REC DEFTI STRATA & TEST DATA CORE No PER REC DEFTI STRATA & TEST DATA CORE No PER REC DEFTI STRATA & TEST DATA CORE No PER REC DEFTI STRATA & TEST DATA CORE No PER REC DEFTI STRATA & TEST DATA CORE No No PER REC DEFTI CORE No NO PER RECWN SANDY SULTY CAY WOOD (POST CORE NO NO PER RECWN NO GRAYISH BROWN SANDY SULT WTH SOME CORE NEDIUM DENSE S NEDIUM DENSE NEDIUM DENSE STRATA S S S S S SUB NO NO D S S S SUB NO NO D S S<	TION:	151.6'+/-
CASING: HSA 2.5" WATER LEVEL SAMPLER: SS 13/6" 140 LB 30" WATER LEVEL CORE BARREL: SAMPLER ECONSPENSIONS DEFIN DEFIN STRATA & TEST DATA 100 PEN REC 000 PEN 0.6 6-12 12-18 12-16 10 10 18" 1.5" 11 15 15 15 11 15 15 16 7"#/. BROWN SANDY SILT, TRACE OF WOOD (POS) 20 18" 6.5" 10 25 16 7"#/. BROWN TO GRAYISH BROWN SANDY SILT WITH SOME 300 19" 11.5" 5 10 10 10 -<		USGS DATUM
SAMPLER: SS 1 3/8" 140 LB 30" WATER AT 16.3" WI CORE BARREL: SAMPLE SAMPLER BLOWSPERG DEFTH STRATA & TEST DATA CORE NO PEN REC DEFTH 0.03 EROWN SLTY SAMPLY SAMPY TOPSOIL 1D 16" 1.5" 11 15 15 0.3" EROWN SLTY SAMPY TOPSOIL 1D 16" 1.5" 11 15 15 15 ISTRATA & TEST DATA 20 16" 1.5" 11 15 15 ISTRATA & TEST DATA 20 16" 1.5" 11 15 15 ISTRATA & TEST DATA 20 16" 1.5" 10 25 16 7*/. IBROWN SANDY SILT WITH SOME - 20 16" 11.5" 5 10 10 - - - - MEDIUM DENSE ~ - MEDIUM DENSE ~ - MEDIUM DENSE ~ - MEDIUM CONSTRATE - - - MEDIUM CONSTRATE - 20.		ATION
COVE PARKEL: SAMPLE V SAMPLE BLOWS PERCE DETT STRATA & TEST DATA F000 PEN REC DEPTH 0.2 0.3 BROWN SALTY SANDY TOPSOIL 10 19" 1.5" 11 15 16 0.3 BROWN SALTY SANDY TOPSOIL 10 19" 1.5" 11 15 16 0.3 BROWN SALTY SANDY OPSOIL 10 19" 1.5" 11 15 16 0.3 BROWN SANDY SILT, TRACE OF WOOD (POS: 10 19" 6.5" 10 25 16 7*/. BROWN TO GRAYISH BROWN SANDY SILT WITH SOME 20 19" 6.5" 10 10 - </td <td>NITH CASI</td> <td>SING AT 20</td>	NITH CASI	SING AT 20
SAMPLE SAMPLERS ONSPERS DEPTH STRATA & TEST DATA PESS BOOT NO PEN REC DEPTH 0-5 6-12 12-18 18-24 DEPTH STRATA & TEST DATA 10 18" 1.5' 11 15 15 0-3 BROWN SANDY SILT, TRACE OF WOOD (POS: - DENSE - 20 18" 0.5' 10 25 16		
HLUND VINC PEN REC OPEN (BEC) 0-6 6-12 12-18 19-24 DPTH STRATA & TEST DATA 10 10 10' 10' 1.5' 11 15 15 0 0.3' BROWN SANDY SILTY SANDY TOPSOIL 10 10' 10' 1.5' 11 15 15 0.3' BROWN SANDY SILT, TRACE OF WOOD (POS) - DENSE - - - DENSE - - DENSE - - DENSE - - - DEN		
GODT NO PEN REC. 0.907 0.5 6-12 12-18 18-24 Constrained in the second in the s		
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ID ID <thid< th=""> ID ID ID<!--</td--><td></td><td></td></thid<>		
Image: Section of the sectio		11 + 5
2D 18* 6.5* 10 25 16 7*/- 2D 18* 6.5* 10 25 16 7*/- 2D 18* 6.5* 10 25 16 7*/- 2D 18* 0 2 16 7*/- BROWN TO GRAYISH BROWN SANDY SILT WITH SOME 2D 18* 11.5* 5 10 10 - - 3D 18* 11.5* 5 10 10 - - 4D 18* 16.5* 5 7 - - - 4D 18* 16.5* 5 7 - - - 4D 18* 16.5* 5 7 - - - 5D 18* 21.5* 2 1 1 - - 2'XT* VANE 22.2* 205 205 - - - 2'XT* VANE 22.2* 205 205	SSIDLE FIL	121.)
2D 18" 6.5" 10 25 16 7*/- - - - - - - - - - - - - 3D 18" 11.5" 5 10 10 - - - - - - 3D 18" 11.5" 5 10 10 - - - - - - 4D 18" 16.5" 5 7 - 4D 18" 16.5" 5 7 - - - - - - - 4D 18" 16.5" 5 7 - - - - - - - 2'X7'VANE 22.2' 1 1 - 2'X7'VANE 22.9' 20/5 22.9' Sv = 0.81/0.20 ksf GRAY SILTY CLAY WITH SOME S 2'X7'VANE 22.9' - 20/5 - - - - - - - - - - - - - - - - - - - - <td< td=""><td></td><td></td></td<>		
2D 10 0.3 10 23 16 747 1 1 1 1 1 1 1 1 3D 18" 11.5' 5 10 10 10 10 10 1 1 1 1 10<		
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3D 18" 11.5' 5 10 10 -		
30 13" 11.5" 5 10 10 1 1 1 1 1 1 4D 18" 16.5" 5 5 7 4D 18" 16.5" 5 5 7 5D 18" 21.5" 2 1 1 2"X7" VANE 22.2" 20.6" 22.8" Sv = 0.81/0.20 ksf GRAY SILTY CLAY WITH SOME S 2"X7" VANE 22.2" 20.5" 22.9" Sv = 0.81/0.20 ksf GRAY SILTY CLAY WITH SOME S 2"X7" VANE 22.2" 20.5" 20.6" Sv = 0.81/0.20 ksf GRAY SILTY CLAY WITH SOME S 2"X7" VANE 22.2" 20.5" 20.6" Sv = 0.81/0.20 ksf GRAY SILTY CLAY WITH SOME S 2"X7" VANE 22.2" 20.5" 20.6" Sv = 0.81/0.20 ksf GRAY SILTY CLAY WITH SOME S 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
40 18" 16.5' 5 5 7 20.6' 40 18" 16.5' 5 5 7 20.6' 50 18" 21.5' 2 1 1 2"X7" VANE 22.2' 20.6' 20.6' 2"X7" VANE 22.2' 20.6' 20.6' 2"X7" VANE 22.2' 20.6' 2"X7" VANE 22.2' 20.6'		
40 18" 16.5' 5 5 7 20.6' 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 <td></td> <td></td>		
4D 18" 16.5' 5 5 7		
4D 18" 16.5' 5 5 7		qp = 1.0-1.5 ks
Image: Strain of the strain		
SU I I I I I I 5D 18" 21.5' 2 1 1 I 2"X7" VANE 22.2' Z0/5 22.9' SV = 0.81/0.20 ksf GRAY SILTY CLAY WITH SOME S 2"X7" VANE 22.9' Z0/5 Z2.9' SV = 0.81/0.20 ksf GRAY SILTY CLAY WITH SOME S 2"X7" VANE 22.9' Z0/5 Z0/5 SV = 0.81/0.20 ksf GRAY SILTY CLAY WITH SOME S 2"X7" VANE 22.9' Z0/5 SV = 0.81/0.20 ksf GRAY SILTY CLAY WITH SOME S 1 I I I I I 2"X7" VANE 22.9' Z0/5 SV = 0.81/0.20 ksf GRAY SILTY CLAY WITH SOME S 1 I I I I I I 2"X7" VANE 22.9' Z0/5 I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I I <td></td> <td></td>		
5D 18" 21.5' 2 1 1 2"X7" VANE 22.2' 20/5 22.9' Sv = 0.81/0.20 ksf GRAY SILTY CLAY WITH SOME S 2"X7" VANE 22.2' 20/5 20/5 Sv = 0.81/0.20 ksf ~ MEDIUM ~ 2"X7" VANE 22.9' 20/5 Sv = 0.81/0.20 ksf ST = 0.81/0.20 ksf ~ MEDIUM ~ 2"X7" VANE 22.9' 20/5 20/5 Sv = 0.81/0.20 ksf ST = 0.81/0.20 ksf 1 1 1 1 1 1 1 2"X7" VANE 22.9' 20/5 Sv = 0.81/0.20 ksf ST = 0.81/0.20 ksf 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td></td> <td></td>		
5D 18" 21.5' 2 1 1 Sv = 0.81/0.20 ksf GRAY SILTY CLAY WITH SOME (2"X7" VANE 22.2' 20/5 22.9' 20/5 ~ MEDIUM ~ 2"X7" VANE 22.9' 20/5 20/5 ~ MEDIUM ~ 1 1 1 1 1 2"X7" VANE 22.9' 20/5 20/5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 <td< td=""><td></td><td></td></td<>		
2 / N VAL 22.2 20/5 22.9 ~ MEDIUM ~ 2"X7" VANE 22.9' 20/5 BOTTOM OF BORING AT 22.9'	E SANDY S	SILT LAYERS
Image: Sector of the sector		
BOTTOM OF BORING AT 22.9'		
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SAMPLES: SOIL CLASSIFIED BY: REMARKS:		
		6
C=3" SHELBY TUBE X SOIL TECH VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES		\bigcirc
J=3.5" SHELBY TUBE X LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING N	NO.:	B98-3

S.W.COLE

BORING LOG

BORING NO .:

B98-4

ENGINEERING, GEOTECHNICAL CONSUL	INC.					SHEET:	1 OF 1
PROJECT / CLIENT:	PROPOSED	EXPANSION-	MAINE CORRE		D / SMDT INC	PROJECT NO .:	98-685.1 S
LOCATION:	WINDHAM, N	MAINE		UNIONAL OLIVIE	N7 SMRT, INC.	DATE START:	12-10-98
DRILLING FIRM:	MAINE TEST	BORINGS. IN				DATE FINISH:	12-10-98
				· DRILLER.	ERVINGIGUERE	ELEVATION:	152.9'+/-
CASING	TYPE	SIZE I.D.	HAMMER WT	HAMMER FALL		SWC REP.:	(USGS DATUM) BOB JENSEN
SAMPLER:	SS	1 3/8"	140 LB	30"			MATION
						VVAIERAL 13.6 WITH CA	SING AT 20'

BLOWS		SAN	MPLE -		SAN	IPLER B	LOWS F	'ER 6"	DEDT	
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
	40	470							0.2'	BITUMINOUS PAVEMENT
	עו	17"		2.0	10	9	10		_	BROWN GRAVELLY SAND AND SILT WITH TRACE OF ASH (FILL)
									3.0'	~ MEDIUM DENSE ~
									-	BROWN SANDY SILT
	2D	18"		6.5'	17	20	16]	~ DENSE ~
									8'+/-	
	3D	18"		11.5'	3	2	3			
										BROWN AND GRAYISH BROWN SANDY SILT WITH SOME SILTY CLAY LAYERS
]	
	45	4.01		40.51						qp = 1.0 ksf
	4D	18		16.5	2	2	4			
										~ MEDIUM DENSE ~
	1								21.5'	
	5D	18"		21.5'	2	4	5			qp = 1.5 ksf
										BOTTOM OF BORING AT 21.5
			· · · · · ·							
SAMPLE	S:			SOIL CI	ASSIF	IED BY	:		REMAR	<s:< td=""></s:<>
D=SPLIT	SPOO	N	Г	X	DRIL	LER - \	/ISUALL	. _Y	9	
C=3" SHE	ELBY T	UBE	F	X	SOIL	TECH.	- VISUA	ALLY		
U=3.5" Sł	HELBY	TUBE	Ľ	Х	LABO	ORATO	RY TES	т	Ă	AND THE TRANSITION MAY BE GRADUAL. BORING NO ROBAL
						·		<u>í</u>		

S.V	N.C	:OL	E	~ ^ @						BORING LOG	BORING NO.:	B98-5
ENGI	NEER	ING, I	NC.								SHEET:	1 OF 1
		IENIT.				∛ SION-M				CENTED / SMDT INC	PROJECT NO.:	98-685.1 S
1 OCATE				HAM. M		51014-10					DATE START.	12-11-98
DRILLIN	IG FIRI	M:	MAIN	ETESTI	BORIN	GS, IN	D.		E	RILLER: MIKE PORTER		147 9'+/-
-									•		ELEVATION:	(USGS DATUM)
			T	(PE	SIZE	E I.D.	намм	ER WT	НАММ	ER FALL	SWC REP.:	BOB JENSEN
CASING	:		H	SA	2.	5"				WA	TER LEVEL INFOR	MATION
SAMPLE	ER:			SS	13	3/8"	14() LB	3		SOIL WET AT 1)'
CORE B	ARRE	L:					-					
CASING	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	6 A A			SAM		OWRT	DED 6"	11000	and the second	and the second	A Martin Science and
BLOWS	8. TV	SAN		DCDTU	SAUVIE	LEN BI		-ERO	DEPTH	STRATA & TES	T DATA	1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 - 1997 -
FOOT	NO.	PEN.	REC.	@ BOT	0-6	6-12	12-18	18-24		the state of the s		
									0.6'	BROWN SANDY SILTY TOPSOIL WIT	H ROOTS AND OR	GANICS
	1D	24"		2.0'	4	9	10	13	-			
					-, ,					BROWN SANDY SUIT WITH SOM		RS
		1	1							~ MEDIUM DEN	ISE ~	
	2D	24"		7.0'	3	5	5	7				qp = 2.0-2.4 ksf
									8.5'			
			1									
		0.4		12.01			2			w = 35.8%		
	30	24		12.0		2	2	2		BROWN TO GRAVISH BRO	WN SILTY CLAY	qp = 2.0-2.5 ksr
										WITH SOME SANDY SILT LAYERS	, TRACE OF MOTTI	ING
								<u> </u>		~ STIFF ~	,	
									16.0'			
	4D	24"		17.0'	2	3	3	4		w = 54.7%		qp = 1.5 ksf
								ļ		GRAY SILTY C	LAY	
									-		~	
		1										
	1C	24"		22.0'			1		1	qu = 1.24 ksf w = 50.6%		qp = 1.0 ksf
	2"X7" \	/ANE		22.7'				15/5	23.1'	Sv = 0.61/0.20 ksf		
		<u> </u>	1					<u> </u>	-	BOTTOM OF BORIN	G AT 23.1'	
		1	1									
						ļ		ļ				
		ļ										
		1										
		1										
						1						
									1			
											· · · · · · · · · · · · · · · · · · ·	
SAMPL	ES:			SOILC	LASSI	FIED B	Y:		REMA	RKS:		
					1							\bigcirc
D=SPLI	T SPO	ON		×	DR	LLER -				STRATHICATION LINES REPRESENT THE		\bigcirc
U=3 5"	SHELBY		E		LAF	BORAT	DRY TF	EST		AND THE TRANSITION MAY BE GRADUAL.		BOS-E
L				<u> </u>					L			53-5

S.V	N.C	:0L	E	~~~	X	3	ii			BORING LOG		B98-6
ENGI		ING, I	INC.	~~~		\int						<u>1 OF 1</u>
PROJE	CT / CL	IENT:	PROP	OSED E	EXPAN:	× SION-N		ORRE	CTIONA	L CENTER / SMRT, INC.	DATE START:	12-10-98
LOCATI	ON:		WIND	HAM, M	AINE						DATE FINISH:	12-10-98
DRILLIN	IG FIRI	M :	MAINE	E TEST	BORIN	GS, IN	С.		. D	RILLER: MIKE PORTER	ELEVATION:	151.3'+/-
												(USGS DATUM)
0.000			TY	PE	SIZE	EI.D.	HAMM	ER WT	HAMM	ER FALL	SWC REP.:	BOB JENSEN
SAMPLE	=R.			<u>5A</u> 35	<u> </u>	.ວ 3/8"	14()1B		 30"	SOIL WET AT 1	VIATION V
CORE E	BARRE	L:					-					
0.00000	and the second		and the state of the	and the second				L. O. L.	Los estatuto			
BLOWS		SAM	MPLE		SAMI	PLERB	LOWSF	PER 6	DEPTH	STRATA & TES	TDATA	
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	- 1			
									0.3'	BROWN SAND AND SILT WITH SOME GR	AVEL, ROOTS AND	ORGANICS
	1D	18"		1.5'	7	7	12					
										BROWN SANDY SILT WITH SOME T	HIN SILTY CLAY LA	YERS
				ĺ					1	~ DENSE ~		
	2D	18"		6.5'	11	15	15					
									8'+/-			
										BROWN SANDY SILT WITH SOME	E SILTY CLAY LAYE	RS,
]	SOME MOTTL	ING	
	3D	18"		11.5'	3	7	12					
									111+1	~ MEDIUM DEN	ISE ~	
											•••••••	
		<u> </u>	1	1			Í			GRAYISH BROWN SILTY CLAY WITH	SOME SANDY SILT	LAYERS
	4D	18"		16.5'	2	2	3		~	w = 45.2%		qp = 1.0-1.5 ksf
					<u> </u>				n		~	
									20.8'	MEDION		
									ļ			
	5D	18"		21.5'	2	2	3			Sv = 0.81/0.20 ksf GRAY SILTY CLAY	WITH THIN SANDY S	SILT LAYERS
	2"X7" \			22.2				20/5	22.9	Sv = 0.61/0.20 kst ~ MEDIUM	~	
	2 ~ 1 `			22.5			+	10/0		BOTTOM OF BORIN	G AT 22.9'	
]			
							ļ	<u> </u>	-			
							+	1				
			İ									
									-			
									4			
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				-	1	1	+		1			
SAMPI	ES.			SOLL	CLASS		Y:		REMA	3KS:		
					00		••					\bigcirc
D=SPL	IT SPO	ON		X	DR	ILLER -	VISUA	LLY		STRATIFICATION LINES REPRESENT THE		్ర
C=3" S	HELBY		F			IL TECI	H VIS ORY TF	UALLY EST		APPROXIMATE BOUNDARY BETWEEN SOIL TY AND THE TRANSITION MAY BE GRADUAL	PES BORING NO	D08_6
L					J							110

S .	<u>N.C</u>	COL	E			i.	ł			BORING LOG		B98-7
ENG GEOTEC		CONSUL	NC.	~ •		\mathbb{N}^{-}					SHEET:	1 OF 2
PROJE	ст/сі	IENT:	PROP	OSED	EXPAN	ISION-	MAINE	CORR	ECTIONA	L CENTER / SMRT, INC.	DATE START:	<u>98-685.1 S</u>
LOCAT	ION:		WIND	HAM, N	IAINE						DATE FINISH:	12-08-98
DRILLI	NG FIR	M:	MAINE	E TEST	BORIN	NGS, IN	IC.		D	RILLER: ERVIN GIGUERE		151.4'+/-
			-	(m								(USGS DATUM)
CASING	2.		נו	(PE	SIZ	E I.D.	HAMN		T HAMME		SWC REP .:	BOB JENSEN
SAMPL	ER:			3.5	1	3/8"			1	6" WA	TER LEVEL INFORM	IATION
CORE	BARRE	L:			. <u></u>	0,0		0.00		WATER AT	T 12 8' AFTER REMO	ING AT 25'
	Server and server as	-L					_					WING CASING
BLOWS		SAN	IPLE		SAM	PLERE	LOWS	PER 6"	DEPTH			
PER	NO.	PEN.	REC.	DEPTH	0-6	6-12	12-18	18-24	DEPTH	STRATA & LES	I DATA	a series and a series of the
AUGER				1001			*	+	0.1'	BITUMINOUS PAV	EMENIT	
*									1.6'	BROWN SILTY GRAVELLY SAND WITH TRACE	OF ASH (FILL) ~ ME	DIUM DENSE ~
*	1D	24"		3.0'	8	10	11	12	_			
*									-	BROWN SANDY SILT WITH SOME T	HIN SILTY CLAY LAY	ERS,
39							+	<u> </u>	- 65'		NG	
41	2D	24"		7.0'	13	22	29	22			DENSE ~	
42									8.0'	BROWN MOTTLED SI	LTY CLAY	
27									_			
24									-			
20	3D	24"		12 0'	6	5	7	8	-		WN SANDY SILT	
32									-	WITT SOME SIETT CLAT LATERS,	TRACE OF MOTILI	NG
35												
37										~ MEDIUM DEN	SE ~	
30	40	24"		17.01				7	-			
23		24		17.0		, <i>'</i>	4	· · ·	-			qp = 1.5 ksf
21						1	1		-]			
17												
24		0.47		00.01					21.2'			
11		24		22.0	1	1	1	3	-			
12									-			
13												
21									-			
22	10	24"		27.0	Н	YDRAU	LIC PUS	SH	-			qp = 1.0-1.5 ksf
24	3.5"X7"	VANE		28.4'			60/5	65/5	Sv = 0.83	/0.07 ksf		
21									Sv = 0.90	/0.07 ksf GRAY SILTY CL	AY	
31												
21	6D	24"		32.0'	WOR	WOR	WOH	3	4			
20									-			
17												
13]	~ MEDIUM ~		
9	2U	24"		37.0'	Н	YDRAU	LIC PUS	н				
6	3.5"X7"	VANE		38.4'			55/0	65/5	Sv = 0.76	0.00 ksf		
10									SV = 0.90/	U.U/ KST		
SAMPLE	ES:			SOIL C	LASSI	FIED B	/:		REMARK	S:		
D=SPLIT	SPOC	N	Г	<u> </u>	וואט		VISIIAI	1 Y				
C=3" SH	ELBY 1	UBE	ŀ	- Â	SOI	_ TECH	VISU	JALLY			ES	
J=3.5" S	HELBY	TUBE	Ľ	Х	LAB	ORATO	RY TE	ST	, A	ND THE TRANSITION MAY BE GRADUAL.	BORING NO .	B98-7
120									L			200-7

ENDIRERYING, MC SHEET: 2.0F2 PROJECT / CLEM: PROJECT / CLEM: PROJECT / CLEM: DATE START 120.053 PROJECT / CLEM: PROJECT / CLEM: PROJECT / CLEM: DATE START 120.054 DRILLING FIRM: MARE TEST BORNOS, INC DRILLER: DRILLER: DATE START 120.053 DRILLING FIRM: MARE TEST BORNOS, INC DRILLER: DRILLER: UN STOR TEST DATE START CASING: MARE TEST BORNOS, INC DRILLER: DRILLER: UN STOR TEST DATE START 151.45 SAMPLER S6 3.07 30.01 101 WASTER AT 2.5 WITH DASING AT 25' CORE BARRIE: MO2 2" WASTER AT 2.5 WITH DASING AT 25' WASTER AT 2.5 WITH DASING AT 25' 15 7 24 4.20' WORL WORL 2 GRAV BLTY CLAY -MEDIUM - 16 17 24 4.20' WORL WORL 2 GRAV BLTY CLAY -MEDIUM - 17 24 4.20' WORL WORL 2 GRAV BLTY CLAY -MEDIUM -	S .1	N.C	COL	E			2	n			BORING LOG	BORING NO .:	B98-7
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LOCATION: DRILLING FIRM: MINE TEST PORINGS, INC. DRILLER: ERVIN GIGUERE DLEVATION: ELEVATION: USG BALTUM, SOUCRES: CASING: SMITER: HW 3.0° 20.018 16° WATER AT 2.8 WITH CASING AT 2.8 WATER	PROJE	CT / CL	IENT:	PROP	OSED	EXPAN	SION-N	IAINE (CORRE	ECTIONA	AL CENTER / SMRT, INC.	DATE START:	12-08-98
DRILING FIRM: MARE TEST BORINGS, INC. DIPULER ERVIN GIOLESE ELEVATION: 154-4- (NOSG BATUR); CASING:	LOCAT	ION:		WIND	HAM, N	IAINE						DATE FINISH:	12-09-98
CASING SAMPLER: IVP SIZE LD. HAMMER VT HAMMER FALL SDG #NEKEN NO2 CUESS BATUM. SUC REV: CUESS BATUM. SUC REV: NO2 2* VATER AT 28 WTH CASING AT 29 WATER AT 28 WTH CASING AT 28 WATER AT 28 WTH CASING AT 28	DRILLI	NG FIR	M:		E TEST	BORIN	GS, IN	<u>C.</u>				ELEVATION:	151.4'+/-
TYPE SIZE ID HAMMER WT HAMMER ALL WATER ALL SCR BR. LOG FLISH GASING				-		.						-	(USGS DATUM)
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IB ID ID <th< td=""><td>14</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>-</td><td>GRAY SILTY C</td><td>_AY</td><td></td></th<>	14									-	GRAY SILTY C	_AY	
State 47.0° 47.0° 48.4° 45.0° 55.0° State 68.4° 68.4° 68.4° 86.4° <th< td=""><td>10</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>4</td><td></td><td></td><td></td></th<>	10									4			
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	0-3.5" 8	NUELR,		- [LAB			51		AND THE TRANSITION MAY BE GRADUAL.	BORING NO .:	B98-7

ENGINEERING, INC. OFICE PROJECT VIEW:	S.	N.C	:0L	E	~~^		7	6			BORING LOG	BORING NO.:	B98-8
PROJECT CLENT PROPOSED EXVISIONMAINE CORRECTIONAL CENTER / SMRT, INC. DOTE STAR: CONTENT	ENGI GEOTEC	NEEF	CONSUL	NC.	\sim							BPO JECT NO.	1 OF 1
UDCATTOR: WINNEMAIL MAINE DATE FINISE: 12/10/20 DRILLING FIRM: MAINE TEST BORINGS, INC. DRILLER: MIXE PORTER ELEVATION: 152 /0.52 DATE FINISE: TYPE SIZE I.D. HAMMER WT HAMMER FALL SWC REP. E008 EVENTON: CASING: HSA 25° WATER IEVEL INFORMATION BOROVIE SAMPLES E008 EVENTON: CASING: HSA 25° WATER IEVEL INFORMATION BOROVIE SANDY SLITY TOPSOL, WTH ROOTS AND ORGANICS. CASING: HSA 20° BROWN SANDY SLITY TOPSOL, WTH ROOTS AND ORGANICS. CASING: BROWN SANDY SLITY TOPSOL, WTH ROOTS AND ORGANICS. BROWN SANDY SLITY TOPSOL, WTH ROOTS AND ORGANICS. 10 24° 27° 1 30° 11 24° 20° 10° 40° 12 24° 20° 10° 40° 100° W = 87.4% WTH ROOTS AND ORGANICS. 110 21° 40° 40° 12 21° 1 30° 110 40° 40° 40° 120° 10	PROJE		IENT:	PROP	OSED E	EXPANS	× SION-N		ORRE	CTIONAL	L CENTER / SMRT, INC.	DATE START:	<u>98-685.1 S</u> 12-10-98
DRILLING FIRM: MINE TEST BORINGS, INC. DRILLER: MIKE PORTER ELEVATION: 102 pi- (USS DATUM) VPFE SIZE ID. HAMMER WT HAMMER FALL SWERP:	LOCATI	ON:		WINDI	HAM, M	AINE	*****					DATE FINISH:	12-10-98
ULUBGE DATUM LINER:	DRILLIN	IG FIR	M:	MAINE	TEST	BORIN	GS, IN	С.		D	RILLER: MIKE PORTER		152.6'+/-
TYPE SUC REP: COLL HAMMER WI HAMMER FALL WATE UPER INFORMATION CASING: HSA 2.5" WATE UPER INFORMATION WATE UPER INFORMATION SAMPLER: SS 13/8" 140 LB 30" SURATA & TEST DATA CORE BARREL: STRATA & TEST DATA STRATA & TEST DATA Model of the stratement of the strateme												LLLVATION.	(USGS DATUM)
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Source Source of construct Source of construct Structure Structur	CORE	ER. BARRE	L:			13	5/0	140		3	U" BOREHOLE C	AVED AT 19.6' AFTER	PULLING AUGERS
SAMELE SAMELE BLOWN FIRE DET STRATA & LESTOATA 10 10 24 2.0 4 5 7 6 30 BROWN SAMEY SILTY TOPSOL WITH ROOTS AND ORGANOS 10 24 2.0 4 5 7 6 30 BROWN SILT AND SAME WITH ROOTS AND ORGANOS 10 24 2.0 4 5 7 6 30 STRATA & TESTOATA 10 24 2.0 4 5 7 6 30 BROWN SILT AND SAME WITH ROOTS AND YSILT 10 10 1 16 41 46 10.0* MEDUM DENSE TO DENSE - 10.0* 10.0* 10.0* MEDUM DENSE TO DENSE - 10.0* MEDUM DENSE - 10.0* 10.0* 10.0* MEDUM DENSE TO DENSE - 10.0* MEDUM DENSE - 10.0* 10.0* 10.0* 10.0* 10.0* MEDUM DENSE - 10.0* 10.0* 10.0* 10.0* 10.0* 10.0* 10.0* 10.0* 10.0* 10.0*								-				······	
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GROOT Image: Second seco	PER	NO	PEN	REC	DEPTH	0-6	6-12	12-18	18-24	DEPTH	STRATA & TES	T DATA	
ID 24* 20* 4 5 7 6 30 BROWN SILT AND SAND WITH TARCE OF GRAVEL (FILL) - MEDIUM DENSE - 20 24* 20* 4 5 7 6 30 - MEDIUM DENSE - 20 24* 20* 6 16 41 46 - MEDIUM DENSE TO DENSE - 30 24* 120* 3 6 7 9 30 24* 10.0* - MEDIUM DENSE TO DENSE - - MEDIUM DENSE TO DENSE - 40 24* 10.0* - MEDIUM DENSE TO DENSE - - MEDIUM DENSE - 40 24* 10.0* - MEDIUM DENSE - - MEDIUM DENSE - 40 24* 10.0* - MEDIUM DENSE - - MEDIUM DENSE - 40 24* 22.0* 7 5 7 12 50 24* 22.0* 7 5 7 12 20 24* 22.0* 7 5 7 12 20 24* 22.0* 7 <t< td=""><td>FOOT</td><td></td><td>1</td><td>1</td><td> @ ВОТ </td><td></td><td></td><td></td><td></td><td>0.3'</td><td>BROWN SANDY SILTY TOPSOIL WIT</td><td></td><td>ANICS</td></t<>	FOOT		1	1	@ ВОТ 					0.3'	BROWN SANDY SILTY TOPSOIL WIT		ANICS
30 MEDIUM DENSE - 20 24* 8.0* 8 16 4 46 20 24* 8.0* 8 16 4 46 20 24* 8.0* 8 16 4 46 30 24* 12.0* 5 6 7 9 30 24* 12.0* 5 6 7 9 40 24* 12.0* 5 6 7 9 40 24* 17.0* 1 1 3 12 40 24* 17.0* 1 1 3 12 50 24* 22.0* 7 5 7 12 20.0* 24* 22.0* 7 5 7 12 20.0* 24* 22.0* 7 5 7 12 20.0* 24* 22.0* 7 5 7 12 20.0* 2		1D	24"		2.0'	4	5	7	6	0.5	BROWN SANDT SIET TO SOLE WIT	ACE OF GRAVEL (F	ILL)
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- -											BROWN SILTY FINE SAND	TO SANDY SILT	
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30 24* 12.0* 3 6 7 9 -<										10.0'		He	
30 24 120 3 0 7 9 30 24 120 3 0 7 9 40 24 17.0° 1 1 3 12 40 24 17.0° 1 1 3 12 40 24 17.0° 1 1 3 12 40 24 17.0° 1 1 3 12 40 24 17.0° 1 1 3 12 50 24 22.0° 7 5 7 12 23.0° 23.0° 30 23.0° 23.0° 23.0° 23.0° 23.0° 21 2 27.0° WOR WOH WOH 4 - <			0.4"		10.01		-						
WITH SOME SILTY CLAY LAYERS, SOME MOTTLING 4D 24' 17.0' 1 1 3 12 4D 24' 17.0' 1 1 3 12 4D 24' 17.0' 1 1 3 12 5D 24' 22.0' 7 5 7 12 23.0' 30 32.5' HYDRAULC PUSH 23.0' GRAY SILTY CLAY 6D 24'' 25.0' HYDRAULC PUSH Sv = 1.020.00 ksf qu = 1.03 ksf w = 59.1% qp = 0.8-1.0 ks 2'X7' VANE 32.5' HYDRAULC PUSH 33.9' 200 2005 33.9' Sv = 0.810.00 ksf qu = 1.46 ksf w = 51.4% qp = 0.5-1.3 ks 2'X7' VANE 33.9' 200 2005 33.9' Sv = 0.810.20 ksf Sv = 0.810.00 ksf qu = 1.46 ksf w = 51.4% qp = 0.5-1.3 ks 33.9' 200 2005 305' Sv = 0.810.20 ksf Sv = 0.810.20 k		3D	24		12.0	3	0		9		W = 33.2% BROWN AND GRAYISH BRO	WN SANDY SILT	
40 24' 17.0' 1 1 3 12 40 24' 17.0' 1 1 3 12 50 24' 22.0' 7 5 7 12 50 24' 22.0' 7 5 7 12 60 24' 27.0' WOR WOH 4 - <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>WITH SOME SILTY CLAY LAYER</td> <td>S, SOME MOTTLIN</td> <td>G</td>											WITH SOME SILTY CLAY LAYER	S, SOME MOTTLIN	G
4D 24" 17.0" 1 1 3 12 4D 24" 17.0" 1 1 3 12 5D 24" 22.0" 7 5 7 12 5D 24" 22.0" 7 5 7 12 6D 24" 27.0" WOR WOH 4 1C 24" 27.0" WOR WOH 4 1C 24" 27.0" WOR WOH 4 21.0"													
40 24" 17.0" 1 1 3 12 1 1 1 3 12										-			
Image: Construction of the second		4D	24"		17.0'	1	1	3	12		w = 47.4%	SE	qp = 1.5 ksf
SD 24" 22.0' 7 5 7 12 SD 24" 22.0' 7 5 7 12 SD 24" 22.0' 7 5 7 12 SD 24" 22.0' 7 5 7 12 SD 24" 22.0' 7 5 7 12 SD 24" 22.0' 7 5 7 12 SD 24" 27.0' WOR WOH WOH 4 - <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>3E ~</td><td></td></t<>												3E ~	
Image: State of the s													:
5D 24" 22.0" 7 5 7 12 23.0" 23.0" 23.0" GRAY SILTY CLAY 6D 24" 27.0" WOR WOH WOH 4 ~ ~ MEDIUM ~ 1C 24" 27.0" WOR WOH WOH 4 ~ ~ MEDIUM ~ 1C 24" 25.0" HYDRAULIC PUSH ~ Sv = 1.02/0.00 ksf qu = 1.03 ksf w = 59.1% qp = 0.8.1.0 ks 2"X7" VANE 30.4" 25/0 30/10 Sv = 1.02/0.00 ksf qu = 1.46 ksf w = 59.1% qp = 0.8.1.0 ks 2"X7" VANE 33.9" 20/0 20/5 33.9" Sv = 0.81/0.00 ksf qu = 1.46 ksf w = 51.4% qp = 0.5.1.3 ks 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: SOIL CLASSIFIED BY: REMARKS: STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES 12													qp = 1.5 ksf
23.0 23.0 6D 24" 27.0' WOR WOH WOH 4 6D 24" 27.0' WOR WOH 4 ~ MEDIUM ~ 1C 24" 29.0' HYDRAULIC PUSH ~ MEDIUM ~ 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 ks 2"X7" VANE 33.9' 20/0 20/5 33.9' Sv = 0.81/0.00 ksf qu = 1.46 ksf w = 51.4% qp = 0.5-1.3 ks 2"X7" VANE 33.9' 20/0 20/5 33.9' Sv = 0.81/0.20 ksf gu = 1.46 ksf w = 51.4% qp = 0.5-1.3 ks SV = 1.22/0.41 ksf Sv = 0.81/0.20 ksf gu = 1.46 ksf w = 51.4% qp = 0.5-1.3 ks SV = 0.81/0.20 ksf gu = 1.46 ksf w = 51.4% qp = 0.5-1.3 ks SV = 0.81/0.20 ksf gu = 1.46 ksf w = 51.4% qp = 0.5-1.3 ks SV = 0.81/0.20 ksf gu = 1.46 ksf w = 51.4% qp = 0.5-1.3 ks SOIL CLASSIFIED BY: SOIL CLASSIFIED BY: SOIL TECH - VISUALLY SOIL TECH - VISUALLY STRATIFICATION LINES REPRESENT THE 4PPROXIMATE BOUNDA		5D	24"		22.0'	7	5	7	12				
GRAY SILTY CLAY 6D 24" 27.0" WOR WOH WOH 4 6D 24" 27.0" WOR WOH 4 - - 1C 24" 29.0" HYDRAULIC PUSH - - - - - MEDIUM ~ 2"X7" VANE 30.4" 25/0 30/10 - - - - - MEDIUM ~ 2"X7" VANE 30.4" 25/0 30/10 -				1						23.0			
BD 24" 27.0' WOR WOH 4 1C 24" 29.0' HYDRAULIC PUSH ~ MEDIUM ~ 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 ks 2"X7" VANE 30.4' 25/0 30/10 Sv = 1.02/0.00 ksf qu = 1.46 ksf w = 59.1% qp = 0.8-1.0 ks 2"X7" VANE 33.9' 20/0 20/5 33.9' Sv = 0.81/0.00 ksf qu = 1.46 ksf w = 51.4% qp = 0.5-1.3 ks 2"X7" VANE 33.9' 20/0 20/5 33.9' Sv = 0.81/0.20 ksf BOTTOM OF BORING AT 33.9' SAMPLES: SOIL CLASSIFIED BY: REMARKS: REMARKS: The soil to the soil											GRAY SILTY C	LAY	
6D 24" 27.0' WOR WOH WOH 4 1C 24" 29.0' HYDRAULIC PUSH										1			
1C 24" 29.0' HYDRAULIC PUSH 2"X7" VANE 30.4' 25/0 30/10 2"X7" VANE 30.4' 25/0 30/10 2"X7" VANE 32.5' HYDRAULIC PUSH Sv = 1.02/0.00 ksf qu = 1.03 ksf w = 59.1% qp = 0.8-1.0 ks 2"X7" VANE 33.9' 20/0 20/5 33.9' Sv = 0.81/0.00 ksf qu = 1.46 ksf w = 51.4% qp = 0.5-1.3 ks 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' BOTTOM OF BORING AT 33.9' RCD PROBE TO REFUSAL AT 77.6' 12 SAMPLES: SOIL CLASSIFIED BY: REMARKS: STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES 12		6D	24"		27.0'	WOR	WOH	WOH	4				
IC 24 25.0 HYDRAULIC PUSH 2"X7" VANE 30.4' 25/0 30/10 2C 24" 32.5' HYDRAULIC PUSH 2"X7" VANE 33.9' 20/0 20/5 33.9' 20/0 20/5 33.9' Sv = 0.81/0.00 ksf qu = 1.46 ksf w = 51.4% BOTTOM OF BORING AT 33.9' ROD PROBE TO REFUSAL AT 77.6' SAMPLES: SOIL CLASSIFIED BY: REMARKS: D=SPLIT SPOON X DRILLER - VISUALLY STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES		10	24"		20.0'		VDDAU				~ MEDIUM ·	~	
2"X7" VANE 30.4' 25/0 30/10 2"X7" VANE 32.5' HYDRAULIC PUSH 2"X7" VANE 33.9' 20/0 20/5 2"X7" VANE 33.9' 20/0 20/5 2"X7" VANE 33.9' 20/0 20/5 33.9' 20/0 20/5 33.9' Sv = 0.81/0.00 ksf qu = 1.46 ksf w = 51.4% qp = 0.5-1.3 ks Sv = 0.81/0.00 ksf qu = 1.46 ksf w = 51.4% qp = 0.5-1.3 ks Sv = 0.81/0.20 ksf Superior Superior Superior Superior Superior Superior Superior Superior Superior Superior Superior Superior Superior Superior Superior Superior Superior		10	24		29.0	п	TDRAU						
Image: Stratification Lines Represent The Solit CLASSIFIED BY: Stratification Lines Represent The Solit Tech VISUALLY Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: Stratification Lines Represent The Approximate Boundary Between Solit Types Image: St		2"X7" \	/ANE	1	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
2C 24" 32.5' HYDRAULIC PUSH Sv = 0.81/0.00 ksf qu = 1.46 ksf w = 51.4% qp = 0.5-1.3 ks 2"X7" VANE 33.9' 20/0 20/5 33.9' Sv = 0.81/0.20 ksf BOTTOM OF BORING AT 33.9' BOTTOM OF BORING AT 33.9' ROD PROBE TO REFUSAL AT 77.6' SAMPLES: SOIL CLASSIFIED BY: REMARKS: REMARKS: 12 12 D=SPLIT SPOON X DRILLER - VISUALLY STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES 12											Sv = 1.22/0.41 ksf		
2"X7" VANE 33.9" 20/0 20/5 33.9" SV = 0.81/0.20 kst BOTTOM OF BORING AT 33.9' BOTTOM OF BORING AT 33.9' ROD PROBE TO REFUSAL AT 77.6' SAMPLES: SOIL CLASSIFIED BY: REMARKS: D=SPLIT SPOON X DRILLER - VISUALLY STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES 12		2C	24"		32.5	н	YDRAU	LIC PUS	SH		Sv = 0.81/0.00 ksf qu = 1.46 ksf	w = 51.4%	qp = 0.5-1.3 ksf
BOTTOM OF BORING AT 33.9' BOTTOM OF BORING AT 33.9' ROD PROBE TO REFUSAL AT 77.6' SAMPLES: SOIL CLASSIFIED BY: D=SPLIT SPOON X DRILLER - VISUALLY SOIL TECH VISUALLY SOIL TECH VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES		2"X7" \	ANE		33.9			20/0	20/5	33.9	SV = 0.81/0.20 KSf		
SAMPLES: SOIL CLASSIFIED BY: D=SPLIT SPOON X C=3" SHELBY TUBE X DRILLER - VISUALLY SOIL TECH VISUALLY SOIL TECH VISUALLY											BOTTOM OF BORING	G AT 33.9'	
SAMPLES: SOIL CLASSIFIED BY: D=SPLIT SPOON X C=3" SHELBY TUBE X DRILLER - VISUALLY STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES											ROD PROBE TO REFU	SAL AT 77.6'	
SAMPLES: SOIL CLASSIFIED BY: D=SPLIT SPOON X C=3" SHELBY TUBE X DRILLER - VISUALLY STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES													
SAMPLES: SOIL CLASSIFIED BY: REMARKS: D=SPLIT SPOON X DRILLER - VISUALLY STRATIFICATION LINES REPRESENT THE C=3" SHELBY TUBE X SOIL TECH VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES													
SAMPLES: SOIL CLASSIFIED BY: REMARKS: D=SPLIT SPOON X DRILLER - VISUALLY STRATIFICATION LINES REPRESENT THE 12 C=3" SHELBY TUBE X SOIL TECH VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES 12		l	<u> </u>	<u> </u>	1	L		<u> </u>	<u>l</u>	l			
D=SPLIT SPOON C=3" SHELBY TUBE X SOIL TECH VISUALLY SOIL TECH VISUALLY X SOIL TECH VISUALLY	SAMPL	ES:			SOILC	LASSI	-IED B	Y:		REMAR	KS:		
C=3" SHELBY TUBE SOIL TECH VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES	D=SPLI	T SPO	ON		X		LLER -	VISUA	_LY		STRATIFICATION LINES REPRESENT THE		(12)
	C=3" SH	HELBY	TUBE		X	soi	L TECH	I VISI	JALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TY	PES	\smile
U=3.5" SHELBY TUBE X LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B98-8	U=3.5" (SHELB	Y TUBI	=		J LAB	ORAT		ST	<u> </u>	AND THE TRANSITION MAY BE GRADUAL.	BORING NO .:	B98-8

S.W.COL	E	*	ŝ		BORING LO	G	BORING NO .:	B98-9
ENGINEERING, GEOTECHNICAL CONSUL	INC.						SHEET:	1 OF 1
PROJECT / CLIENT:	PROPOSED	EXPANSION-	MAINE CORREC	TIONAL CENTER	R/SMRT INC		PROJECT NO .:	98-685.1 S
LOCATION:	WINDHAM, N	MAINE					DATE START:	12-10-98
DRILLING FIRM:	MAINE TEST	BORINGS, I	NC.				DATE FINISH: -	12-10-98
							ELEVATION:	134.6'+/-
	TYPE	SIZELD						(USGS DATUM)
CASING:	HSA	2.5"					SWC REP.:	BOB JENSEN
SAMPLER:	SS	1 3/8"	14018	201		WATE	R LEVEL INFOR	MATION
CORE BARREL:				30*	W	ATER AT	13.2' AFTER PUL	LING AUGERS

CASING		SAI	MPLE -	- 1	SÄN	IPLERE	LOWS	PER 6	N. Prostal	
PER FOOT	NO.	PEN.	REC.	DEPTH	0-6	6-12	12-18	18-24	DEPTI	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
									_	
	20	18"		6.5'	6	9	6		-	~ MEDIUM DENSE ~
		1				1		+	-	
	ļ							<u> </u>	1	
	3D	18"		11.5'		4	2		-	
		1					<u> </u>			
	4D	18"		16.5'	1	3	2		16.1	
									-	GRAY SILT AND CLAY WITH SILTY FINE SAND LAYERS
									4	
	5D	18"		21.5'	WOM	WOM	WOM		1	
	2"X7" ∖	ANE		22.2'				20/10]	Sv = 0.81/0.41 ksf ~ MEDIUM ~
	2"X7" \	ANE		22.9				15/5	-	Sv = 0.61/0.20 ksf
									1	
	6D	18"		26.5'	WOM	WOM	WOM]	Sv = 0.81/0.20 ksf
	2"X7" ∨	ANE		27.2'				20/5	27,9'	Sv = 0.61/0.20 ksf
	2"X/" V	ANE		27.9'				15/5		
			l						-	BOTTOM OF BORING AT 27.9'
SAMPLE	S:		Ś		ASSIF	IED BY	·:		REMAR	KS:
רו ופפבח	- 0000	NI.	Г	- <u>~</u> -1	D D11		//01/41			
C=3" SH	ELBY T	UBE	⊢	÷	SOIL	TECH.	- VISUAL	LY ALLY		APPROXIMATE BOUNDARY BETWEEN SOU TYPE
U=3.5" S	HELBY	TUBE	E		LABO	DRATO	RY TES	ST		AND THE TRANSITION MAY BE GRADUAL.
				-						BORING NO B98-9

S.W.COLE

BORING LOG

BORING NO .:

SHEET:

B98-10

ENGINEERING,	INC.					SHEET:	1 OF 1
GEOTECHNICAL CONSUL	TANTS					PROJECT NO .:	98-685.1 S
PROJECT / CLIENT:	PROPOSED	EXPANSION-N	AINE CORREC	TIONAL CENTE	R / SMRT, INC.	DATE START:	12-10-98
LOCATION:	WINDHAM, M	MAINE				DATE FINISH:	12-10-98
DRILLING FIRM:	MAINE TEST	BORINGS, IN	<u>C.</u>	DRILLER:	ERVIN GIGUERE	ELEVATION:	133.5'+/-
	TYPE	SIZE I.D.	HAMMER WT	HAMMER FALL		SWC REP.:	(USGS DATUM) BOB JENSEN
CASING:	HSA	2.5"				WATER LEVEL INFOR	MATION
SAMPLER:	SS	1 3/8"	140 LB	30"		WATER AT 12.8' WITH AU	GERS AT 25'

BLOWS		SAN	APLE :		SAM	PLERB	LOWSF	PER 6"	лерти	STRATA & TEST DATA
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24		STRATA & LEST DATA
									0.3'	BROWN SANDY SILTY TOPSOIL WITH ROOTS AND ORGANICS
	1D	18"		1.5'	4	3	3			
									-	
ļ									-	
									1	BROWN SILT FINE SAND TO SANDT SILT WITH SOME CLAYEY SILT LAYERS
	2D	18"		6.5'	5	7	9			~ MEDIUM DENSE ~
							-			
						<u> </u>				
	20	107		11 51						
	30	10		11.5		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" V	ANE		22.2'				20/10		Sv = 0.81/0.41 ksf ~ MEDIUM ~
	2"X7" V	ANE		22.9				15/5		Sv = 0.61/0.20 ksf
					ļ					
	00	4.08		00 5	14/014					
	2"¥7" \			20.5	WOM	VVOIVI	WOW	15/5	27 0'	SV = 0.61/0.20 kst
	2"X7" V	ANE		28.4				15/5	21.5	3V - 0.01/0.20 KSI
										BOTTOM OF BORING AT 27.9'
					1					
SAMPLE	ES:			SOILC	LASSI	ED B	<i>(</i> :		REMAR	KS:
D=SPLI	r spoc	DN		X	DRI	LER -	VISUAL	LY		STRATIFICATION LINES REPRESENT THE (14)
C=3" SH				<u> </u>	SOIL TECH VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES					
0-3.5 8					LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B98-1					AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B98-10

S.W.CO			4. 		BORING LC	BORING NO.:	B98-11
PROJECT / CLIENT						PROJECT NO.:	<u> </u>
LOCATION:	WINDHAM, I	MAINE	MAINE CORREC	CTIONAL CENTER	R / SMRT, INC.	DATE START:	12-10-98
DRILLING FIRM:	MAINE TEST	BORINGS, II	NC.	DRILLER: E	RVIN GIGUERE	DATE FINISH: -	12-10-98
CASING:	TYPE HSA	SIZE I.D. 2.5"	HAMMER WT	HAMMER FALL		SWC REP.:	(USGS DATUM) BOB JENSEN
SAMPLER: CORE BARREL:	SS	1 3/8"	140 LB	30"	<u>w</u>	WATER LEVEL INFORI ATER AT 12.3' AFTER PULI	MATION ING AUGERS

CASIN	G CHELL	SA	MPLE	<u>.</u>	SAM	API FRI	BLOWS	DEDE	-	
PER	NO.	PEN.	REC.		1 0-6	6-12	12-11	3 18-2	- DEPT	H STRATA & TEST DATA
					<u>'</u>	1		+	0.3'	BROWN SANDY SILTY TOPSON WITH POOTO AND
	1D	18"	<u> </u>	1.5'	4	4	3			SOLE WITH ROOTS AND ORGANICS
	-					_				
							-			BROWN TO GRAVISH BROWN OF THE THE
										TO SANDY SILT WITH SOME CLAYEY SILT LAYERS
	2D	18"		6.5'	3	4	5			
	-					+			-	
						1	-			~ MEDIUM DENSE ~
	30	18"		11.5'	4	4	5		_	
	1								-	
							1	1	15.0'	
	40	18"		16 5'		<u> </u>	<u> </u>		_	
		10		10.5		1			-	
									-	GRAY SILT AND CLAY WITH SILTY FINE SAND LAYERS
										SAND LATERS
	5D	18"		21.5	WOH	MOH	МОН		-	
	2"X7" V	ANE		22.2'		10011	WOH	20/10	-	Sv = 0.81/0.41 ksf
	2"X7" V	ANE		22.9				20/10		Sv = 0.81/0.41 ksf
	6D	18"		26.5'	WOM	WOM	MOM		-	
	2"X7" V	ANE		27.2'			VVOIVI	15/5	27.9'	SV = 0.61/0.20 Ksf SV = 0.61/0.61 ksf
	2"X7" V	ANE		27.9'				15/15		
										BOTTOM OF BORING AT 27.9'
SAMPLE	S:		S	OIL CL	ASSIF	IED BY	:		REMARK	<s:< td=""></s:<>
D=SPLIT	SPOO	N	Г	хП	DRIL	LER - V	ISUAL	Y I	ç	
C=3" SH	ELBY T	UBE		X	SOIL	ТЕСН	- VISU	ALLY	A	APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
∪=3.5" S	HELBY	TUBE	L]	LABC	RATO	RY TES	т	A	AND THE TRANSITION MAY BE GRADUAL. BORING NO . POP 44



PROJECT/CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.

LOCATION: WINDHAM, MAINE

PROJECT NO. 98-685.1 S

16

				TE	ST PIT	TP-1			
		DATE:	12-10-98	SURFACE ELE	VATION:	149.2'+/- (USGS DATUM)	LOCATION:	SEE SHEET	
SAN	IPLE	DEPTH	12000	STRATU	A DESCR	RIPTION		TESTR	SULTS
NO.	DEPTH	(FT)							
		0.2'		BROWN SILTY SAND	Y TOPSOI	IL WITH ORGANICS			
				BROW	N SANDY	SILT			
		2.9'				·· · · · · · · · · · · · · · · · · · ·			
			BROWN	SANDY SILT WITH OCC	ASIONAL	BROWN SILTY CLAY	LAYERS		
		8.4'							
		9.2'		BROWN SILTY CLAY	WITH FI	NE SAND LAYERS			
				BOTTOM OF E	XPLORA	TION AT 9.2'			
	CC	OMPLETI	ON DEPTH:	9.2'		DEPTH TO WATE	R: SLOW SEEPA	GE AT 6.2'	

					TES		TP-2			
	I	DATE:	12-10-98	SURF	ACE ELEV	ATION: <u>15</u>	2.4'+/- (USGS DATUM)	LOCATION	SEE SHEET	1
SAMI	PLE	DEPTH			STRATUM	DESCRIP	TION	Section Section	TESTR	ESULTS AND
NO.	DEPTH	(FT)				5. S. S. S.				
	^	0.8'		BROW	N SILTY TOP	SOIL WIT	H ORGANICS	····		
		10.0'		DAR MEDI OLD CO ALL [K BROWN TH UM TO FINE DAL, METAL DEBRIS - LIT MAN	O BLACK (SAND WI , CONCRE TLE SOIL I IY VOIDS	GRAVELLY TH BRICKS, TE, CINDERS BELOW 3.6'			
			المعنى المعنى المعنى المعنى المعنى المعنى المعنى المعنى المعنى المعنى المعنى المعنى المعنى المعنى المعنى المعنى المعنى المعنى br>المعنى المعنى br>المعنى المعنى	REFUSA 20' 560 COUL and Stab -2 20' of Erist. ac.	L ON OLD C	ONCRETE کمکٹر دورین جدرجت جا	SLAB AT 10.0'			
	CO	MPLETI	ON DEPTH:	10.0'			DEPTH TO WAT	ER: NO FREE W	TER OBSERVED	



PROJECT/CLIENT: PROPOSED EXPANSION-MAINE CORRECTIONAL CENTER / SMRT, INC.

LOCATION: WINDHAM, MAINE

PROJECT NO. 98-685.1 S

						TEST	PIT T	'P-3						
		DATE:	12-10-98	SU	IRFACE	ELEVAT	ION: 151.9	'+/- (USGS DATUM)) LC	CATION:	SE	E SHEET	1	
SAN	IPLE	DEPTH			STRA	TUM D	ESCRIPT	ION				TESTIR	ESUL	TS 👘
NO.	DEPTH	(FT)		6 C		1923 - Sec.								
		0.3		BROWN	SILTY S	ANDY TO	PSOIL WI	TH ORGANICS						
		<u>\ 1.0'</u>	BROW	VN GRAVE	LLY MEDI	IUM TO F	INE SAND	WITH COBBL	ES (FIL	.L)				
					BD									
						OWIN GA	NDI SILI							
		6.8'												
							·		····					
				I	BOTTOM	OF EXPL	ORATION	AT 6.8'						
			2 2 2											
	<i>,</i>													
	cc	OMPLETI	ON DEPTH:	6.8	3'		C	EPTH TO WAT	ER: N	D FREE WA	TER OBS	ERVED		

DEPTH TO WATER: NO FREE WATER OBSERVED

					T	EST PIT	TP-4				
		DATE:	12-10-98	ຣບ	RFACE ELE	EVATION:	152.9'+/- (USGS DA	TUM)	LOCATION:	SEE SHEET	1
SAN	IPLE	DEPTH			STRATU	MDESCR	IPTION	257 V		TEST	ESULTS CONTRACT
NO.	DEPTH	(FT)									
			BRON	0WN GRAVE	LLY MEDIUM	TO FINE S	AND WITH CO	BBLES	(FILL)		
		2.3'									
					BROV	VN SANDY	SILT			λų.	
										L'US ON	7.
		6.5'								Seg 3	' >
				BRO	OWN SANDY	SILT WITH	OCCASIONAL			(H)	2
		9.0'			BROWN	SILTY CLAY	LAYER				
					воттом	OF EXPLO	RATION				maiut.
				EXPC I	SED 8" WID MOVED OVE	NOTE : E CONCRET R AND DUG	TE WALL AT 2.3 AROUND.	3'		TP-4	K. Farr
	co	OMPLETI	ON DEPTH:	9.0)'		DEPTH TO V	WATEF	R: <u>NO FREE WA</u> T	TER OBSERVED	

1AI B	NE TE BEWE	ST B I	BORI	NGS, I F 0441	NC.	CLIENT ALL	IED	ENGINE	ERING		SHEET	1			
1				- • • • • •			ð10				anna anna Sur	neme eres Press - se	HOLE N	IO. 8-	1
ALLE ME	H LVIN COF	FIN				PROJEC	CT N VAT	OR SHAF	T				LINE & STATIC		
т.в 89	юв NUMB -150	ER				LOCATI SQ.	ION VII	NDAM, M	AINE				OFFSET		
ROL	IND WAT	ER C	BSERV	ATIONS		TVDE		and a transfer and	CAS	SING	SAMPLI	ER CORE BARREL	DATE 08/15/	START	DATE FINISH
T	0.00 FT.	A	FTER	0.00 H	OURS	SIZE	I.D.		4"		1 3/8"		SURFACE	ELEVATIO	DN
Т	0.00 FT.	A	FTER	0.00 H	OURS	HAMN	ИER ИER	R WT. R FALL	300 16*		30"			94.16	
SING			SAM	PLE			BLC	OWS PE	R 6″	VANE					
PER	NO.	O.D	. PEN.	REC.	DEPTH @ BOT	-1 Г. о	ON)-6	6-12	LER 12-18	READING	DEPTH	STRA	TUM DE	SCRI	PTION
NUGE	R										_		U.TV. CAND		
	" <u>1D</u>		2" 18	38	3.	.5	5	16	11		3.0	BROWN GRAVELY SI		DIUM	DENSE~
	9														-3
<u>3</u> 1'	3 20		21 18	38	6.	5	13	15	13		-	BROWN SILTY FINE	E SAND	DEN	SE~
7!	3		7105 - 108.0								-8.0	W	= 21.0%	b	
51 7(2														
3:	2 <u>3D</u>		2" 18) ^w	11	.5	11	10	13]	BROWN SILTY FINE	SAND V/ TRA	CE OF CLAY	
<u></u>	2											W	= 33.2%		
<u>31</u> 21	ż					-	-				14.()			DENSE
2;	2 <u>4</u> D	1	21 18	1 7	16	.5	2	1	1		1	GRAY SILTY SANDY	CLAY	, 0	
1!	2 +													1.000	
16											-				
21		-		7			111/	n 0110				qu=0.4ksf	W=36.7	%	
	10 3 1	/2 X	V LV2 ZA V VANE		22	171		<u>, rus</u>	n	70/20	.821.23	3 ksf			
	3 1	/ <u>2 X</u>	7 VANE		23	+ <u>2</u> 1				60/20	.70/.23	KS FGRAY SILTY CLAY	SOFT	\sim	
22	50	2	18	81	26	.5	ŲŢ	. QF	RODS				0011		
22															-
22					and a start of	-									
<u>21</u> 25					99. Geographics Ge	-		•	9				045363 - 513326484 6813566		
27	20	3	1/2"24	<i>n</i>	32	.0						qu=0.8ksf	W=49.3	% qp	=0.3-0.5 ks f
<u>31</u> 30	31	<u>/2 X</u> /2 X	<u>p vane</u> 7 vane		<u>32</u> 33	• /• • 2•				35/5	47/06	KST			
25											35.0	NO 1			
<u>30</u> 30	60	2	" 18	11	36	.5	¥T.	<u>, OF</u>	'R009						
26					12							GRAY SILTY CLAY	V/ BLACK STRE	AKS	
<u>27</u> 16						+									
	SA	MPLE	S			SOIL	CLA	SSIFIED	BY:		REMARKS:			7 1	
= SP = 2″	LIT SPOO SHELBY 1	N TUBE			X so		CHN	ICIAN-V	ISUALLY	r	AFTE	R LEVEL BEFORE PULLI R PULLING CASING 12	NG CASING 8. .3'	1'	
= 3*1	BERLEY T	UBE	_		X L/	ABORA	TOF	RY TEST	S	3		ne. verenovnotostog verenovnotosto († 1909) 19			D. ()
= 31/2	" SHELB	TUB	E		say and the								1	IULE NO	. 5-1 Z

1 A II	NE TE	STI	BORI	NGS.	INC.	AL	NT LIED	ENGINE	ERING	poweital.com/com/com/	SHEET OF 2												
B	REWE	R, N	AINE	E 044	12	van to tet stor										НО	LEN	10.	B-	1			
ILLEF	R VIN COF	TN		New York		PROJ	ECT NA	ME SHAFT				s converse				LINE &	STATI	ON	B8) -1			
г. в. ј 89-	ов NUMBE - 150	R	N#31-00-0101	2 7 7		LOCA	TION VIN	DAM, MA	INE			n-1.010				OFFSET							
ROU	ND WAT	ER O	BSERV	ATION	S	TYP	E		H¥	SING	SS		BAE			DAT 0	E 18/15/	STA 89	RT	DA	TE 08/15.	FINI /89	SH
т (0.00 FT.	AF	TER	0.00	HOURS	SIZE	I.D.	WT.	4" 300		1 3/8" 140					SURF	ACE	ELE	VATIO	DN			<u>2008</u>
r (0.00 FT.	AF	TER	0.00	HOURS	HAN	MER	FALL	16"		30"	1								10.2038	(and a set	1.20	
SING OWS PER OOT	NO.	O.D.	PEN.	REC.	DEPT	H T	BLO ON	WS PE SAMP	R 6" LER	VANE	DEPTH			TR	AT	UM	DE	esc	RII	PTI	ON		
	30	3	1/2"24	7	1	2.0	¥T.	. OF	RODS			qu=	O.5 k	sf IV CLA	₩= Y V/	57. BLÁC	4% K str	q Eaks	p=C).4	ksf		
	3	/2 X /2 X	7 VANE 7 VANE			217" 312"				50/10 60/10	43.2					 				10.44		**)=***	
											.58/.12	ksf								4	۴		
						_					1		ii.		R	OD PR Vl	OBES BLOW	S					
								iewcasteric) -	÷.					10	43 81	- 81 - 83	HYD.	PUSH	ł				
												6			83	- 83.	1 7	5					
			· .																				
												R	EFUSAL 6	83.1	1								
						_																	
			anna anna																				
								-															
	SA	MPLES	3			SOI	L CLA	SSIFIED	BY:		REMARKS:												
= SPI	LIT SPOO	N	5			ORILLE	ER-VIS	UALLY	ISUALLY	,													
= 2" \$ = 3" \$	2" SHELBY TUBE 3" SHELBY TUBE						ABORATORY TESTS										Γ.	101			R-1	129	
= 31/2	1/2" SHELBY TUBE																1	JUL	= NC	· ·		ే	6
BR	AINE T	MAIN	BO E 044	RING	35, II	NC.	<u>A1</u>	<u>lied</u>	Engi	neerin	g		SHEET HOLE NO.	1OF2 B-1									
------	---	---------------------------------	---------------------	--------------	----------------------------	--	---------------------------------------	------------------------------------	----------------------	----------------------------	---	--	---	------------------------------									
T.B.	ER Erv: Job Nu	in G	igue	ere		P	ROJECT Mi OCATION	NAME nimur	n_Sec	urity	Housing		LINE & STATION	B88-1									
AT .	88- GROUND	-10 WATE	R OBS	8ERVA1 R	HOU	IRS JRS	Wi Type Size Hame Hame	ndhar I.D. Aer wt Aer fai	<u>n, Mai</u> 2	ne casing HS 1/2"	SAMPLER 	CORE BARREL	DATE START 1/11/ SURFACE ELEV.	88_ date fini /11/8 85.5±									
	CASING BLOWS PER FOOT	NO.	0.D.	SAMP PEN.	LE REC.	DEPTH 0 801	BLO ON O-6	SAMP	8 6" LER 12-18	VANE READING	DEPTH		STRATUM DESCR	IPTION									
		1D	2"	18"		3.5	7	13	7			Brown f	ine sandy silt clay forgas W=36-8%	wltrace of nics.									
		<u>2</u> D	2"	18"		6.5	7	8	8			Brown	silt \$ sand ; W=24.8%	v/trace clay									
		3D	2"	18"		11.5	8	9	8				w=18.9%										
		4D	2"	18"		16.5	3	3	2			s11+	- Medium -	layers									
												Brown fin	÷ candý silt to fi ₩ =39.2%	le cand									
		5D	2"	18"		21.5	4	5	4				w=41.6%										
F		6D	2"	18"		26.5	4	5	3		25.5	Gray fine	sandy silt w/elay	sand layers									
											_2/.0	Gray silty	Medium v clay w/sand layer	9p = .6 = Ks+									
F		<u>7D</u>	2"	18"		31.5	3	2	2		31.5		w=41.1%										
												32–33 33–34 34–35 35–36 36–37 37–38	roa Probe 5 7 6 7 7 8										
-	SAMPLI D = Spli C = 2" S U = 3%"	ES te Spo Shelby Shelb	on Tube V Tut	[SC X Dr X So X La)IL CLAS iller - Vis il Techni boratory	SIFIED ually can - Vis Tests	BY: ually		REMAR	ks Stratifical proximat types, ar gradual	tion lines r e boundary nd the tran	epresent the ap- y between soil sition may be										

M B	AINE T	EST	BO E 044	RING 12	is, I I	NC.	Alli	ed Ei	ngine	ering				SHEET 2	OF B-1	2
E	LER rvin G	igue	re			PI	ROJECT Min	NAME imum	Secu	rity He	ousing			LINE & STATION	= <mark>B88-1</mark>	
8	B-10		·				Win	dham,	Mai	.ne						
AT AT	GROUND	WATEI T. T.	R OBS AFTER AFTER	ERVAT	HOU HOU	JRS	TYPE SIZE HANN HANN	I,D. IER WT		HS 2 1/2"	<u>SAMPLER</u> <u>SS</u> <u>1 3/</u> <u>140</u> <u>30''</u>	8" <u></u>	-	DATE START 1/11/88 SURFACE ELEV GROUND WATER ELEV	DATE FIN 5.5±	1/11/88
	CASING BLOWS PER	NO.	0.0.	SAMP	LE REC.	DEPTH	BLO	WS PEI SAMP	R 6" Ler	VANE	DEPTH			STRATUM DESCRIP	TION	
_	F001					@ 801.	0-6	6-12	12-18							
														Rod Probe		
												38-39 39-40 40-41 41-42 42-43 43-44 44-45 45-46 46-47 47-48 48-49 49-50 50-51	8 9 10 9 8 8 7 8 8 7 7 7 7	74-75 75-76 76-77 77-78 78-79 79-80 80-81 81-82 82-83 83-83.3	8 9 10 13 12 11 12 20 100	
												52-53 53-54 54-55 55-56 56-57	7 7 6 8 7	Refusal @ 8	3.3'	
												57-38 58-59 59=60 60-61 61-62 62-63 63-64 64-65	6 7 7 6 7 6 7			
												65-66 66-67 67-68 68-69 69-70 70-71 71-72 72-73 73-74	6 7 8 9 8 7 8 8 9			
	SAMPL D = Spl C = 2" U = 3%	ES ite Spe Shelby " Shel	bon Tube by Tul	be	S X Z X X L	OIL CLAS riller - Vis oil Techni aboratory	SSIFIEC sually ican - Vi 7 Tests	BY: sually		REMAN St pr ty gr	ratificatio oximate pes, and adual.	on lines bounda I the tra	rep iry Ł	resent the ap- petween soil on may be	HOLE NO	B-1

	TEST	RO	DINC	26 11		LIENT					WANKS 25	
REEWER	MAIN	E 0 44	12	35, 11	NC.							SHEET OF
DACHER,		_ 044				A1	lied	Engi	neerin	g		HOLE NOB-2
LER					P	ROJECT	NAME			<u>n</u>		LINE & STATION
Ervin	Gigu	ere				Mini	mum :	Secur	ity Ho	using		
B. JOB NI	JMBER	1	13		L	OCATION						OFFSET
88-1	0					Wind	ham.	Main	e			
GROUND	WATE	ROBS	ERVA	TIONS					CASING	SAMPLER	CORE BARREL	
						TYPE		-	HW	<u>SS</u>	· · <u> </u>	DATE START 1/12/88 DATE FIN 1/12
· · ·	er.	AFTER	·	ноц	IRS	SIZE	I.D.	-	4"	1 3/8"		SURFACE FLEY 85.5±
· ا	FT. A	AFTEF		но	JRS	HAMA	AER WT		300			
						HAMN	IER FA	LL _	16"		e	GROUND WATER ELEV.
CASING			SAMP	LE			WC DE	- e"		Γ		
PER	NO	0.0		BEC	DEPTH	ON	SAMP	LER	READING	DEPTH		STRATUM DESCRIPTION
FOOT	NO.	0.0.	PEN.	REU.	@ BOT.	0-6	6-12	12-18				
Auger											Brown	clarey silt wisand (Fill)
	10	211	1011		2 5		116	1 1				w=17 6%
	10	2	10		3.5	9	10	┝╧┺──			~ M	edium Dense ~
	İ									1		
71	2D	2"	18"		6.5	10	9	9		1		W=14.9%
63]	silty	
59										4	BLOWIL TILLE	sand
36						<u> </u>						
50	20	211	1.011	-	1.7. 5		-	-				W= 23 2 2
44	30	12.	18.		11.5	8	12	0		-		23.2%
42										1		
37										1		
32					_	<u></u>		-				
36	4D	2"	18"		16.5	7	3	3		16.0	silty	clay w/fine sand layers
37		-	-	<u> </u>		ļ	1				Brown fine	-sand-w/elayey-layers-
32						 				18.0		w=40.5%
32	<u> </u>	-							-	4		
37							-				~ Me	divm becoming
38	10	33	24"		22.0	Hvd	200	PST		1	90 = .44 Ks	f w=45.7% 9p=.5-1.0
33	3 ¹ ₂ x	7 va	ne		2217				53/20	5 63/2	Ksf	$W_{1} = 55.8$
31	3 ¹ ₅ x	va va	ne		23'2'	l	-		50/25	5 58	ksf	wp = 26.5
32						∦			ļ			
43	011	01.			07.6							a a a
39	34	134	1/4"		27.0	Hyd	200	PSI	45/15	5	40=1.47 k	x = 44.1% 9p = .6 ksf
37	31	1 1	ne	<u> </u>	28:21		1	1	40/20	5- 47	Kef	
39					1 2				1 40/20	23	(13 T	
42										1	Gray silty	clay w/sand layers
43	311	31/2!	24"		32.0	Hyd	200	PST			90=1.41 K	of w=49.7% 9P=1.0ks
44	3 ¹ / ₂ x	V va	ne	-	32.7	 			45/25	5+=.53	ksf	$W_{L} = 55.4$
42	33x	Va	ne_	0	32.7	-						ttp - 21.5
36		-	<u> </u>							{		· 50ft ~
43	411	32	24"		37.0	Und	200	DOT	<u> </u>	1	01 -11	- C V-ARAY D EIO
44	31	7 12	ne		37.7	nya.	200	151	40/20	5 47	70=1-21K	5+ H=+1.016 YP=.3-1.0
49	31/3×	7 va	ne		38'2'				45/20	Sv= .47	ksf	
52				8						.23	09750	
SAMPI	ES	1.5 million 2008		5		SIFIED	87:		REMA	RKS:	1.	_(
D = Spi	ite Spo	oon		IN D	riller - Vi	sually			Str	atiticatio	n lines rep	resent the ap-
C = 2"	Shelby	Tube	a 1	X s	oil Techni	ican - Vi	sually		pro	oximate.	boundary l	between soil
U = 3%	" Shell	by Tu	be	XL	aboratory	Tests			typ	bes, and	the transiti	on may be
									gra	adual.		HOLE NO. B-2

мтв-14

M	AINE T	EST	BO E 044	RING	is, II	NC.	LIENT	1.4	Frad				SHEET	2 OF B-2	2
DRILL	Ervin	Gig	uere			PI	All NOJECT M Mini	AME Imum	Secu	rity He	ousing		LINE & STATION	B88-2	
88	3-10						Wind	lham,	Mai	ne	RAMOI ED		OFFSET		
AT AT	GROUND	WATEI *Т. *Т.	R OBS	E RVA1	HOU HOU	JRS	TYPE SIZE HAMM HAMM	I.D. ER WT. ER FAI	- 	HW 4" 300 16"	<u>SS</u> <u>3/8</u> <u>30"</u>	3"	DATE START 1/12/8 SURFACE ELEV. 8 GROUND WATER ELEV.	8_ DATE FIN. 5.5 ±	1/12/8
	CASING BLOWS PER FOOT	NO.	0.D.	SAMP	REC.	DEPTH @ 807.	BLO ON O-6	WS PER SAMP	12-18	VANE READING	DEPTH		STRATUM DESCRI	PTION	
		5U 3 ¹ 3x	3½" 7 va	24'' ne		42.0 42'7'	Hyd.	200	PST	40/15	s、= 册 ksf 43.4	Gray silty 90 = 1.14	clay w/sand layers $k = f \qquad w = 55.2 \%$ $W_L = 54.9$	9p = .5	ksf
_		3 ¹ 3x	/ va	ne		43'2"				40/15	5+ = . 47/18	ksf	wp = 29.6		
												43-44	Rod Probe 9		
					-							4445 4546 4647	8 9 8		
						•	•					47–48 48–49 49–50	9 8 8		
1												50-51 51-52 52-53	9		
												53-54 54-55	9		
ł	- 4. 											56-57 57-58	9 8 9		
												59-60 60-61	9 20 9		
												61-62 62-63 63-64	9 10 9		
1												64-65 65-66 66-67	9 10 10		
												67–68 68–69 69–70	9 9 8		
1												70-71	10		
												BOTTOM OF I	oring @ /1.0'		
	SAMPL D = Sp C = 2''	ES lite Spo Shelby	pon Tube	he	S X X X S	OIL CLAS riller - Vis oil Techni	SIFIED wally can - Vis	BY: sually		REMA	Stratific proxima types, a	ation lines ate bounda and the tra	represent the ap- ry between soil nsition may be		
				97882	<u>م</u>		0.0445555				gradual			HOLE NO.	B-2

MAINE T	EST	BO 6 044	RING 12	is, IM	1C.	A11	lied	Engi	neering	5		SHEET <u>1</u> OF <u>1</u> HOLE NO. <u>B-3</u>
Ervin B. JOB NU	L Gi	guer	e		PR LC	Min Min Cation	NAME 11mun	n Sec	urity H	lousing		LINE & STATION B88-3
<u>88–1</u> GROUND	.0 WATEF T. /	OBS AFTER	ERVAT	- HOU	RS	UIT TYPE SIZE HAMN HAMN	I.D. IER WT	<u>, Ma</u> - - -	ine casing HS 2 1/2"	SAMPLER SS 1 3/8 140 30"	CORE BARREL	DATE START $1/13/88$ date fin $1/13$ Surface elev. $86.5\pm$ ground water elev.
CASING BLOWS PER FOOT	NO.	0.0.	SAMP PEN.	LE REC.	DEPTH	BL0 0N 0-6	WS PEI SAMP 6-12	7 6" LER 12-18	VANE READING	DEPTH		STRATUM DESCRIPTION
	10	2"	18'		3.5	3	5	4			~- L	oose becoming
	2D	2"	18"		6.5	6	_7	.7		b	Me	divim Dense-
	3D	2"	18"		11.5	.7	8	7			Brown fine	e sand and silt
	4D	2"	18"		16.5	6	5	5		16.3	8	
											- Med	ium becoming
	5D	2"	18"		21.5	_3	2	3			Gray silt	y clay w/sand layers $w = 41.7\%$
	<u>6D</u>	2"	18"		26.5	3	1	1		26.5	•••	50ff ~ w=34.0%
											Bottom of Water @ 1 Water @ 9	Boring @ 26.5' 7.0' w/auger .3' w/out auger
										i		
SAMPL D = Spi C = 2" U = 3%	.ES lite Spe Shelby '' Shel	oon Tubi by Tu	be	s X X X X S V L	OIL CLAS riller - Vis oil Techni aboratory	SSIFIED sually can - Vi Tests) BY: sually		REMAI	Stratif proxir types, gradu	ication line nate bound and the t al.	s represent the ap- dary between soil ransition may be

M. BI	AINE T	EST	BO E 044	RING	is, I r	IC.	AIII	od Fi	nging	oring			SHEET OF HOLE NOB-4	1
0811	60					-	RILL	NAME	Igine	ering			B88-4	
M.T.B	Ervin JOB NU	Gig	uere				Mini	mum_S	Secur	<u>ity Hou</u>	using		OFFSET	
	88-1	.0					Wind	ham,	Main	le				
AT AT	GROUND	WATEI T. T.	R OBS	ERVAT	- HOU	RS	TYP SIZE HAM HAM	E : I.D. MER W1 MER FA	- - -	CASING HS 2 1/2"	SAMPLER 	CORE BARREL	DATE START $\frac{1}{11/88}$ date fin: Surface elev. $\underline{83.5\pm}$ ground water elev. $\underline{-}$	1/11/88
	CASING BLOWS PER		<u>ا</u>	SAMP	LE	DEPTH	BLO	OWS PE	R 6" PLER	VANE	DEPTH		STRATUM DESCRIPTION	
	FOOT	NO.	0.0.	PEN.	REC.	Ø BOT.	0-6	6-12	12-18	READING				_
		1D	2"	18'		3.5	4	6	7			Brown	silty fine sand	
-		2D	2"	18"		6.5	4	9	3			~Loose	to Medium Der	se~
	1 1 1							-				~	Medium Dense	
_		3D	2"	18"		11.5	6	7	7			silty Brown _A fine	e sand y silt	
_		4D	2"	18"		16.5	4	5	5			ی	tiff becoming	
												Brown ve	ery silly clay w/ fine sand layers	
-		D	2"	18"	0	21.5	3	2	2		23.0	M	ledium ~	
												Gray silty	clay w/fine sand layers	
-		5D	2"	18"		26.5	2	<u>h</u>	2		26.5	-	50++~	
												Bottom of	Boring @ 26.5'	
-												Water @ 23 No auger C	aved @ 8.0'	
						L				1,	1			
	SAMPL D = Spi C = 2" U = 3½	.ES lite Sp Shelby '' Shel	oon / Tube by Tu	be	s X X S S L	OIL CLA: riller - Vi oil Techn aboratory	SSIFIE sually ican - V y Tests	D BY: 'isually		REMA	Strati prox type: grad	ification line imate boun s, and the ual.	es represent the ap- dary between soil transition may be HOLE NO.	В-4

1(33)

M/ BF	AINE T	EST	BOI 044	R1NG	is, II	vc .	All	ied	Engin	eering		SHEET	OF B-5
DRILL	ER Ervin	Gig	uere	1		PF	NII ROJECT Mir	NAME Limum	Secu	urity He	ousing	LINE & STATION	B88-5
M.T.8.	ли вог. 	MBER LO	1				Wir	w ndham	, Mai	ne		OFFSET	
AT. AT	GROUND	WATE	AFTER	ERVAT	- HOU	RS	TYP SIZE HAM HAM	E : I.D. MER WT MER FA	<u>2</u> 	CASING HS 2 1/2"	SAMPLER SS 1 3/8 140 30"	CORE BARREL DATE START 1/12/88 SURFACE ELEV. 84.: GROUND WATER ELEV.	DATE FINL /12/88 5 ±
	CASING BLOWS PER	NO.	0.D.	SAMP PEN.	LE REC.	DEPTH	BLO	SAMP	R 6"	VANE	DEPTH	STRATUM DESCRIPTIO	ON
╞╼┼							0-6	6-12	12-18	<u> </u>		-Medium Dense	~_
		1D	2"	18"		3.5	7	6	7			Brown fire sandy w=22.1%	siH
		2D	2"	18"		6.5	9	8	8			Brown sand t silt w/trace w=20.9%	of organics (Fill?)
												~ Medium Dense -	
		<u>3D</u>	2"	18"		11.5	8	9	8			w = 25.4% Brown fine sandy silty	
		4D	2"	18"		16.5	3	2	3			Grayish - Brown clayey sil W=32.8%	ty fire sand
				-							20.7		
		5D	2"	18"		21.5	3	3	4		-	w = 49.8% 9 Gray silty clay w/sand layers	p=.2 ksf
									-		1	10.	
		6D	2"	18"	·	26.5	2	3	2		26.5	w = 41-8% 9p Rod Probe	=.22 ksf
												$\begin{array}{cccccccccccccccccccccccccccccccccccc$	51 7 52 6 53 6 54 7 55 7 56 8 57 9 58 9 59 9 60 9 61 8 62 7
	SAMPI D = Sp C = 2'' U = 3%	-ES lite Sp Shelb '' Shel	oon y Tube Iby Tu	e be	s X c X s	OIL CLA)riller - Vi oil Techn .aboratory	SSIFIE sually ican - V y Tests	D BY: 'isually		REMA	Stratific proxim types, gradua	ation lines represent the ap- ate boundary between soil and the transition may be l.	DLE NO. B-5

(8)

MAINE T	EST	BOI E 044	RING	is, IM	IC .	LIENT	llie	i Eng	gineeri	ng		SHEET OF HOLE NOB-5
RILLER					PF	OJECT	AME					LINE & STATION
Ervi	n Gi	gue	ce			М	inim	um Se	curity	Housin	g	
T.B. JOB N	JMBER	\$			LC	CATION	1999 (1996) (1997) 1999 (1996) (1997)				•••••••••	OFFSET
88-1	0		1			W	indha	am, M	laine			
GROUND	WATE	R 085	ERVAT	IONS			1392	10,000	CASING	SAMPLER	CORE BARREL	
						TYPE			HS	<u>SS</u>		DATE START 1/12/88 DATE FIN1/12/88
AI	- 1.	AFIEF	·			SIZE	I,D.	177	2 1/2"	140		SURFACE ELEV
AT	FT.	AFTER	۱ <u> </u>	- HOL	RS	HAMN	ER WT			30"		
						HAMN	IER FAI	-L _				1
CASING			SAMP	LE		810	WS PEP	8 6"				
PER		0.0	DEN	REC	DEPTH	ON	SAMP	LER	READING	DEPTH		STRATUM DESCRIPTION
FOOT	NO.	0.0.	PER.	HEU.	@ BOT.	0-6	6-12	12-18				
		1.414										
<u> </u>		+	-									Rod Probe
	+		-	-			-		1		62 62	0
											63-64	o 8
1											64-65	7
											65-66	7
	-		-				-				66-67	8
	-	+		-						3	67-68	8
	+					1					68-69	9
	+		-		1	<u> </u>	-			8	69-70	9
			+		1			1			/0-/1	8
		1	1									
						1			100000			
				191								
	-		1				-		1992	-		
	1	+					-				Bottom of	Borring (d. 71, 0'
		-		-				-	+	1	DOLLOW OI	Hornig e /1.0
+				+					+	¥ .		
		+										
										1		
						1	<u> </u>			ł		
			_			<u> </u>				4		
				-	-	-						
	+	+		+	- Carriero	+			+			
			+	1		1	1	1	1	1		
-	-		1							1		
-		1				1				1		
				1			-			4		
				-						1		
	-	-		+				+		1		
	-			+		-	+	+		1		
	-		-	1		-	-	-		1		
	-	1		1					1	1		
				1	1	1				1		
CAAS	IL ES					SSIFIE	DBY		REMA	RKS		
	olite Si	ooon		X	Driller - Vi	isually				Stra	tification li	nes represent the ap-
C = 2	' Shelt	y Tub	e	x1s	Soil Techn	ican - V	isually			pro	ximate bou	indary between soil
U = 3	%" She	Bby T	be	X	aborator	y Tests				type	es, and the	transition may be
				1999) 1999 - 1999						grad	lual	HOLE NO. B-5

MAIN	NE VER,	TES MAIN	T B(IE 04	ORIN 1412	GS, I	NC.	CLIEN BH2	T 2M Er	igine	ers & S	Surveyoı	S	SHEET OF HOLE NOB-1	
Gerr	ry R	ludn	icki	i			projec Tre	t name a tme	nt P	lant			LINE & STATION B84-1	
.т.в. ја 84-1	77	UMBE	R	A			LOCATIO Sou	on th W	indha	am, Mai	ne		OFFSET	
GR AT AT	0 U ND F	₩A T E = T. = T.	AFTE	SERVA R R	TIONS HOU HOU	URS URS	TYF Siz Ham Ham	PE E I.D. IMER W	17. ALL .	casing HW 4" 300 16"	SAMPLE 	R CORE BARREL	DATE START <u>10-3-84</u> DATE FIN SURFACE ELEV. <u>94</u> .8 GROUND WATER ELEV.	10-3-
CAS	OWS		ר	SAMP	PLE 1	T	BL	OWS P	ER 6"	VANE			41	
FO	ER	NO.	0.0.	PEN.	REC.	OEPTH O BOT	01	6-12	PLER	READIN	G DEPTH	- N	STRATUM DESCRIPTION	
Pro	be								1	-	0.8	Brown san	dy silt w/trace of organ	ics.
Auq "	er	ת ו	2"	18"		3 5	8	10	73		2.5	Brown sil	ty mottled clay w/trace (of or
"		4.0		10			Ť	1 10	120					
				1]	Brown sil	ty mottled claut	
3	9	2D	2"	18"		6.5	11	14	16		_		og modeled bidgi	
8	$\frac{1}{1}$			1			-	+	-		-	~Ha	rd to Very Stiff~	
9	0						1					1		
9	2						4					144		4.4
	5	1	21.0	0.4		1.0			<u> </u>	<u> </u>	11.5		- 201001. 2011	
4	8	22.	7	24"		12.0	<u>Hyd</u>	<u>rau1</u> :	$\frac{1C}{2}$ Pu	\$h	15v= 0.76	10.14Ksf	W= 39.2% 9p=1.0~1.	4 Kof
4	3	342	7 V	ane		13.2	2	+	-	69/13	5,= 0.81	Gray silt	y clay. PL= 25.5	3 <u>8</u>
3	8		·				1			05/15	1			
4	3						1]			10
4	6	20	35"	24"		17.0	Wt.c	of Ma	ah		1	~	Medium, becoming	
4	7	32X	/ V.	ane		17.7	}			45/5	5,=0.53,	0.06 KSF	Soft with depth~	
4	5	<u>32</u> X	<u>/ V</u>	ane		18.2				45/5	0,=0.33	10.06 KST .	10 II II II II II II II II II II II II II	62
5.	1											1254.0	1. 12. 1. 1 . 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	
30	0	3U	35"	24"		22.0	Wt.	of M	lan			1 I		
1	6	3 3 x	7 V.	ane		22.7				38/6	5,=0.44.	0.07 KSF		
$\frac{1}{1}$	5	35x	7 v.	ane		23.2		ļ		42/5	5,=0.49	0.06 KSF		gan n
	-+										26.0		AC 1251 AR 223	
		411	34"	24"		27 0	w+	OF N	an		5,=0.35	10.06Ksf	W= 33.7% 9p = 0.5Kst	<i>c</i>
		33x	7 v	ane		27.7				30/5	51=0.40	10.06 KSF	$P_{L=21.5} \sim Soft \sim$	nore
WoM	-	35x	7 v	ane		28.2				34/5 /	20.2	oray sire	g cing w/ cine of sand in	iyers
"							and the second				a -	Dod probo		
"					+							KOU probe		
"	1													
"														
WO2M	1													
7											11			
50								. etime		<u> </u>	38.8			
												Refusal Q	38.8'	
CAA	APIC	2	Ċ					р.v.		REMAR	KS:	HOLLOUL C		Main 1985a
D =	Splite	Spor	n			ller - Visi	Jally	or;						
C = :	2'' Sh	elby 1	Tube	×	Soil	Technic	an - Vis	ually						6
U =	3%" \$	Shelby	Tube	• 4	Lab	oratory -	Tests							6
				1777	urant Waterritette					1			HOLE NO. B	-1

M Bf	AINE -	TEST MAIN	BC E 04	0RIN(412	GS, I	NC.	CLIENT BH2I	M Eng	inee	rs & S1	urveyor:	5	SHEET OF HOLE NO
DRILL	ER						PROJECT	NAME					LINE & STATION B84-2
	Gerr	y Ri	idni	cki_			Tre	atmer	nt Pl	ant			
M.I.B	84-1	77	κ.			1	Sou	th Wi	ndha	m, Mai	ne		
-	GROUND	WATE	P 08	SERVA	TIONS					CASING	SAMPLER	CORE BARREL	
	0110 0110	- HAIL	n 00.	5211TA	110100		TYP	E		HS	SS	-	DATE START 10-3-84 DATE FIN 10-3-84
ΥA.		FT.	AFTE	R	HOL	IRS	SIZE	I, D.	÷	25"	1 3/8'		SURFACE ELEV 94.6
AT	!	FT.	AFTE	R	но	JRS	HAM	MERWI	с _		$\frac{140}{30''}$	21	
							нам	MERFA	LL _			-	
	CASING BLOWS		·	SAMP	PLE T	r	810	WS PE	R 6"	VANE			CTRATUM DESCRIPTION
	PER FOOT	NO.	0.D.	PEN.	REC.	DEPTH BOT.	ON	SAMP	LER	READING	DEPTH		STRATUM DESCRIPTION
			1.0				0-6	6-12	12-18		0.5	Brown fin	e sandy silt w/trace of organi
Ē											1.5	Br.silty .	mottled clay w/tr. of organics
		1D	2"	18"		3.5	11	16	18		_		i tar vivisinan es ar
								-			-	Brown sil	ty mottled clay.
+				1							1	~HO	ara to very Stitte~
		С	2"	24"		7.0	Hydı	auli	c Pu	sh]		
		2D	2"	24"		7.0	Hydı	auli	c Pu.	\$ <u>h</u>	50= 4.0	+ KSF	
		2x3	va	ne		1.3			1	150+	9.0		
100											1	Gray silt	y clay.
_		1C	2"	24"		12.0	Wt.	of M	an			94 = 1.2 Ksf	W= 39.1% 9p= 0.6~1.4 K31
-		2x7	va	ne		12.7				22/12	51=0.80	10.44 KSF	
		2X/	va.	ne		13.2				20/10	3v = 0.74	0.07.007	
		3D	2"	18"		16.5	Wt.	of M	an		1	~	Medium~
		2x7	va.	ne		17.1				20/8	5,=0.74,	0.30 KSF	
-		2x7	va.	ne		18.8				21/8	18.8	2.001001	
ł													
1													
F				_					1		1	5	<i>2</i> 9
-											-		
F											1		
1											1		
L			New year								-	Bottom of	boring @ 18.8'
							1						
											1		
-			nonc-w										
-													
-				-							6		
T													
-													
-													
k										REMAR	RKS		ander eine eine eine eine eine eine eine ei
	D = Solit	te Spor	on	ſ	x Dri	iller - Vis	ually	ar:					
	C = 2" S	helby	Tube		× Soi	I Technic	can - Vis	ually					3
	U = 3½''	Shelb	y Tub	e	∽ Lal	boratory	Tests						B-2
						-							HOLE NO.

MTB-14

MAINE	TEST	F BC	0RIN(412	GS, I	NC.	CLIENT	M Eng	inee.	rs & St	urveyors	5	SHEET OF HOLE NO
DRILLER					F	ROJECT	NAME					LINE & STATION B84-3
Ger	ry R	ıdni ə	cki			Trea	atmer.	it Pla	ant			OFFSET
84-	177	n i				Sout	h Wi	ndhai	m, Maiı	ne		ST SET
GROU AT	ND WATE _ FT. _ FT.	R OB AFTE AFTE	SERVA R	TIONS HOU HOU	URS	TYP Size Ham Ham	E I.D. MER WI	- 	casing <u>HS</u> 2불"	SAMPLER SS 1 3/8' 140 30"	CORE BARREL	DATE START $10-3-84$ date fin $10-3-3$ surface elev. 93.4 ground water elev.
CASIN	G		SAMP	LE				P 6"	1	T		П
BLOW	S NO.	0.D.	PEN.	REC.	DEPTH	ON	SAMP	LER	VANE	DEPTH		STRATUM DESCRIPTION
F00					@ BOT.	0-6	6-12	12-18	1	0.8	Brown fine	e sandy silt w/trace of organ
	10	0"	1.0#					1.6			Brown sil	ty mottled clay w/trace of
		2"	18"		3.5	19	15	15		3.0	biguiites.	
	-										Brown sil	ty mottled clay.
	10	2"	24"		7.0	Hudr	auli	C PUS	h	1		
	2x3	vai	e		7.3				50+	Sv= 4.0+	kst wh	hard to stiff~
										10.2		W=32.0% 9p= 3.0~ 3.6 K3F
	20	2"	24"		12.0	wt.	of M	an		1	94.0.5~0.8 Gray silty	KSF W= 44.9% 90=0.4-1.4KSF y clay.
	2x7	vai	e		12.7		1	1	18/5	5,=0.67	0.19 Ksf 10.19 Ksf	
	2x7	vai	e		13.2				15/5	14.0	~501	ff to Medium~
											<i>90.8~0.9</i> Gray silty	oksf w=47.8% qp=0.6~1.2ksf clay w/trace of sand layers.
	3C	2"	24"		17.0	Wt.	of Ma	n		50:0.59	10.15 K3F 310.26 K3F	
	2x7	var	e		17.7				16/4	18.2	~ .	Soft to Medium~
											Bottom of	boring @ 18.2'
								-				
SAMP D = Sp C = 2' U = 3!	LES blite Spo Shelby \$'' Shelb	on Tube y Tub	e [SO X Dr × So ∠ La	IL CLAS iller - Vis il Technic boratory	SIFIED ually can - Vis Tests	BY: ually		REMAP	₹KS:	anna faoine an Aird an Airdine Aird	HOLE NO B-3

MAI	NE wer,		F BC	0 RIN 412	GS, I	NC.	CLIENT BH2	r M Eng	ginee	rs & S	urveyor	SHEET OF HOLE NO
RILLER	Gérr	11 2.	idni	abi			PROJECT	NAME				LINE & STATION B84-4
ц 1.т.в. л	OB NI	UMBE	R	CKI			LOCATIO	a cmei	IC PL	ant		OFFSET
٤	84-1	77					Sout	th Wi	indha	m, Mai	ne	
GR AT	ROUND F	WAТ E = т. = т,	R OB AFTE AFTE	SERVA R R	TIONS HOU HO	JRS URS	TYP Size Ham Ham	E E I.D. MER W	- - T	CASING HS 2½"	Sampler 	CORE BARREL DATE START <u>10-3-84</u> DATE FINL <u>0-3-</u> SURFACE ELEV. <u>92.6</u> GROUND WATER ELEV. <u></u>
	SING		19712	SAME		<u> </u>	1			T	T	I
BL	OWS]	T		DEPTH	BLO	SAMP	R 6"	VANE	DEBTU	STRATUM DESCRIPTION
F	007	N 0.	0,0.	PEN.	REC.	@ BOT	0-6	6-12	12-18	READING		
				-	-						1.0	Brown fine sandy silt w/trace of org
-		1D	2"	18"		3.5	15	21	30		2.3	Brown silty mottled clay w/trace org
								E. L	150		1	
							-				-	Brown silty mottled clay.
-		10	211	2111		7.0				<u>,</u>	-	44: 0.1~6.9K5+ W= 31.2% 90= 6.0~8.0Ksf ~ Hord to Very Shiff~
		2x3	var	e a a		7.3	Hyd	faul	IC PL	ISN 19/15	Sv= 3.86	1.21Ksf 2/1.69 Ksf
		2x3	var	e		7.3				50/21	8.5	
											4	Grau siltu clau
		20	2"	24"		12 0	E174-	of 1			-	94 = 0.9 KSF W= 44.4 % 9p= 0.5 ~ 2.5 Ksf
		2x7	van	e		12.7	WC.			15/6	5,=0.56	10.22 KSF
		2x7	van	e		13.2				19/7	5,= 0.70,	0.26 K3F
-				(L				~ Medium to Soft~
		30	211	2111		17 0	F.74				51=0.67	$q_{u} = 0.6 \text{ Ksf}$ $W = 46.6\%$ $q_{p} = 0.5 \text{ Ksf}$ 1/0.26 Ksf
		2x7	van	e		17.7	WE.	OF M	an	18/7	15,=0.6	7/0.30Ksf
		2x7	van	e		18.3				18/8	10.2	
											÷.,	
												Bottom of boring @ 18 21
												bobbom of boring e io.z
L,												
											6	
	-	-										
												8
in encourse												
								1		REMAR	KS:	
SAN	MPLES	5		r-	soi	LCLASS	SIFIED	BY:				
D =	Splite	Spoo	n 'ubc			ler - Visu	ally	alle		- F		(
U =	2 5n 3%" S	Shelby	Tube	× ×	Lab	oratory 1	rests	апұ				(
			8	L								HOLE NO B-A

•



TYPE

SSA

SS

PROPOSED CORRECTIONAL FACILITY

RIVER ROAD, WINDHAM, MAINE

GREAT WORKS TEST BORING, INC.

4" O.D.

1 3/8"

BORING LOG

PETER MICHAUD

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LBS.

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

WATER LEVEL INFORMATION

ALL SOILS MOIST

SAMPLER: CORE BARREL:

CASING:

PROJECT: CLIENT :

LOCATION: DRILLING FIRM:

CASING SAMPLE SAMPLER BLOWS PER 6" BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH NO. PEN. REC. 0-6 6-12 12-18 18-24 FOOT @ BOT 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: SOIL CLASSIFIED BY: REMARKS: 11 D = SPLIT SPOON DRILLER - VISUALLY STRATIFICATION LINES REPRESENT THE Х C = 3" SHELBY TUBE SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO .: B-201



TYPE

SSA

SS

PROPOSED CORRECTIONAL FACILITY

RIVER ROAD, WINDHAM, MAINE

GREAT WORKS TEST BORING, INC.

4" O.D.

1 3/8"

BORING LOG

PETER MICHAUD

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LBS.

 BORING NO.:
 B-202

 SHEET:
 1 OF 2

 PROJECT NO.:
 13-0876.1

 DATE START:
 12/12/2013

12/12/2013

E. WALKER

DATE FINISH:

ELEVATION:

SWC REP.:

WATER LEVEL INFORMATION

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

SAMPLER:

CASING:

PROJECT:

LOCATION:

DRILLING FIRM:

CLIENT :

CORE BARREL:

CASING BLOWS	ASING SAMPLE		IPLE		SAM	PLER BI	LOWS F	PER 6"	DEDTU		
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA	
									0.8'	VEGETATION / BROWN CLAYEY SILT AND SAND WITH ORGANICS	S (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%	$q_p = 6 \text{ KSF}$
	2D	24"	24"	7.0'	5	6	8	11			
										~ VERY STIFF ~	
									10.0'		
										w = 34.5%	$q_p = 5 \text{ KSF}$
	3D	24"	24"	12.0'	3	4	4	6		GRAY-BROWN SILTY CLAY	
									13.0'	~ VERY STIFF ~	
										11.0%	
	45	0.4"	0.4"	47.0	14		0"			W = 44.2%	
	4D	24	24	17.0	V	/OH - 17	8	1		GRAY WITH BLACK STREAKING SILLY 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	
SAMPLE	ES:			SOIL C	LASSI	FIED BY	<i>(</i> :		REMAR	KS: CONTINUED	
					r						
D = SPL	IT SPC	ON			DRI	LLER -	VISUAL	LY		STRATIFICATION LINES REPRESENT THE	$\left(12 \right)$
C = 3" S	HELBY	TUBE	-	X	SOI			JALLY			\bigcirc
U = 3.5"	= 3.5" SHELBY TUBE		E		LAB	ORATC	DRY TE	ST	I	AND THE TRANSITION MAY BE GRADUAL. BORING NO.:	B-202



TYPE

SSA

SS

PROPOSED CORRECTIONAL FACILITY

RIVER ROAD, WINDHAM, MAINE

GREAT WORKS TEST BORING, INC.

4" O.D.

1 3/8"

BORING LOG

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LBS.

PETER MICHAUD

B-202 BORING NO .: 2 OF 2 SHEET: PROJECT NO .: 13-0876.1 DATE START: 12/12/2013 DATE FINISH: 12/12/2013

E. WALKER

ELEVATION:

SWC REP.:

WATER LEVEL INFORMATION

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

BORING NO .:

B-202

SAMPLER: CORE BARREL:

CASING:

PROJECT: CLIENT :

LOCATION:

DRILLING FIRM:

CASING SAMPLE SAMPLER BLOWS PER 6" BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH NO. PEN. REC. 0-6 6-12 12-18 18-24 FOOT @ BOT 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: SOIL CLASSIFIED BY: REMARKS: 13 D = SPLIT SPOON **DRILLER - VISUALLY** STRATIFICATION LINES REPRESENT THE C = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES LABORATORY TEST U = 3.5" SHELBY TUBE AND THE TRANSITION MAY BE GRADUAL.



TYPE

НW

SS

PROPOSED CORRECTIONAL FACILITY

RIVER ROAD, WINDHAM, MAINE

GREAT WORKS TEST BORING, INC.

4"

1 3/8"

BORING LOG

PETER MICHAUD

DRILLER:

30"

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LBS.

140 LBS.

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

WATER LEVEL INFORMATION

SOILS SATURATED BELOW 10' +/-

SAMPLER:

DRILLING FIRM:

PROJECT:

CLIENT : LOCATION:

CASING:

CORE BARREL:

CASING BLOWS PER		SAN	/IPLE	DEPTH	SAM	PLER B	LOWS P	PER 6"	DEPTH	STRATA & TEST DATA	
FOOT	NO.	PEN.	REC.	@ BOT	0-6	6-12	12-18	18-24			
									-		
									-		
									-		
									1		
										ADVANCE BY ROLLER CONE TO 15.0	
	1V			15.8'	3	5/8" X	7" VAN	E	-	VANE SHEAR ATTEMPTED - NO ROTATION - STIFF CLAY OR SAND SEAM	
									-		
									1	~ MEDIUM TO SOFT ~	
	1C	24"		22.0'	PI	STON	SAMPLE	ER		$W_L = 38 W_P = 23 w = 43.4\%$	
	2V			22.8'	3	8 5/8" X	7" VAN	E		S _v = 0.59 KSF / 0.05 KSF	
	2V'			23.6'	3	5/8" X	7" VAN	E		S _v = 0.58 KSF / 0.08 KSF	
									-		
	2C	24"		32.0'	PI	STON S	SAMPLE	ER		$W_L = 28 W_P = 17 w = 34.7\%$	
	3V			32.8'	3	5/8" X	7" VAN	E	22.01	$S_v = 0.65 \text{ KSF} / 0.08 \text{ KSF}$	
	30			33.0	3	5/0 A	7 VAN		33.0	Sv = 0.07 KSF / 0.05 KSF	
									1	BOTTOM OF EXPLORATION @ 33.6'	
SAMPL	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	IKS:	
				r	I ··						
D = SPL				~	DRI					STRATIFICATION LINES REPRESENT THE	
U = 3.5'	SHELE	BY TUB	E		LAB	ORATO	DRY TE	ST			



TYPE

SSA

SS

PROPOSED CORRECTIONAL FACILITY

RIVER ROAD, WINDHAM, MAINE

GREAT WORKS TEST BORING, INC.

4" O.D.

1 3/8"

BORING LOG

PETER MICHAUD

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LBS.

BORING NO.:

SHEET:	1 OF 1
PROJECT NO .:	13-0876.1
DATE START:	12/12/2013
DATE FINISH:	12/12/2013

B-203

E. WALKER

ELEVATION:

SWC REP.:

WATER LEVEL INFORMATION

BORING NO .:

B-203

SOILS MOIST FROM GROUND SURFACE TO 5'+/-

SAMPLER: CORE BARREL:

CASING:

PROJECT: CLIENT :

LOCATION:

DRILLING FIRM:

SOILS SATURATED BELOW 5' +/-CASING SAMPLE SAMPLER BLOWS PER 6" BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH NO. PEN. REC. 0-6 6-12 12-18 18-24 FOOT @ BOT 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 24" 24" 7.0' 2 ~ MEDIUM ~ 2D 2 1 2 8.0' 9.0' GRAY SILTY CLAY ~ MEDIUM ~ 10.2' PROBABLE WEATHERED BEDROCK **REFUSAL** @ 10.2' PROBABLE BEDROCK SAMPLES: SOIL CLASSIFIED BY: REMARKS: 15 D = SPLIT SPOON **DRILLER - VISUALLY** STRATIFICATION LINES REPRESENT THE C = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES

AND THE TRANSITION MAY BE GRADUAL.

U = 3.5" SHELBY TUBE

LABORATORY TEST



BORING LOG

BORING NO .:

PROJECT:	PROPOSED	PROPOSED CORRECTIONAL FACILITY										
CLIENT :	SMRT, INC.	SMRT, INC.										
LOCATION:	RIVER ROAD	RIVER ROAD, WINDHAM, MAINE										
DRILLING FIRM:	GREAT WOR	KS TEST BOI	RING, 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												

B-204 SHEET: 1 OF 1 PROJECT NO .: 13-0876.1 DATE START: 12/12/2013 DATE FINISH: 12/12/2013 ELEVATION:

E. WALKER

SWC REP.:

WATER LEVEL INFORMATION

SOILS MOIST FROM GROUND SURFACE TO 5',

WET BELOW 5', SATURATED BELOW 13' +/-

CORE	BARREL:	

CASING SAMPLE BLOWS				SAM	PLER B	LOWS F	PER 6"				
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	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	5.0'	BROWN SILTY CLAY WITH ORGANICS (FILL) ~ LOOSE ~	
	2D	24"	18"	7.0'	1	1	1	1	10.0	BROWN SILTY CLAY WITH ORGANICS (FILL) ~ LOOSE ~	
	3D	24"	16"	12.0'	4	7	12	20	13.0'	BROWN SILTY CLAY WITH SAND SEAMS (POSSIBLE REWORKED / FILL) ~ STIFF ~	
	4D	24"	24"	17.0'	1	2	3	2		BROWN SILTY CLAY ~ MEDIUM ~	q _p = 2 KSF 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'	
SAMPLI	ES:			SOIL C	LASSI	FIED B	Y:		REMAR		(16)
D = SPL C = 3" S U = 3.5"	HELBY SHELBY SHELF	Y TUBE SY TUB	E	DRILLER - VISUALLY X SOIL TECH VISUALLY LABORATORY TEST						APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL.	B-204



BORING LOG

B-205 BORING NO .:

PROJECT:	PROPOSED (CORRECTION	NAL FACILITY									
CLIENT :	SMRT, INC.	SMRT, INC.										
LOCATION:	RIVER ROAD	, WINDHAM,										
DRILLING FIRM:	GREAT WOR	KS TEST BOI	RING, 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"		5						
						_						

SHEET: 1 OF 2 13-0876.1 PROJECT NO .: DATE START: 12/12/2013 DATE FINISH: 12/12/2013 ELEVATION:

E. WALKER

SWC REP .:

WATER LEVEL INFORMATION

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

S CORE BARREL:

CASING BLOWS	SING SAMPLE				SAMPLER BLOWS PER 6"				DEDTU			
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	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 ~		
									1			
	2D	24"	18"	7.0'	2	1	2	3	7.0'			
										BROWN SILT AND FINE SAND		
										(POSSIBLE FILL)		
									1			
	3D	24"	14"	12.0'	2	4	5	6		~ LOOSE ~		
									15.0'			
	4D	24"	24"	17.0'	2	2	3	3		q _p = 3.5-4 KSF		
										BROWN SILTY CLAY		
										~ STIFF ~		
									20.0'			
										GRAY-BROWN SILTY CLAY		
	5D	24"	24"	22.0'	V	/OH - 1	8"	1	21.5'	~ MEDIUM ~		
										GRAY SILTY CLAY		
										BEGIN ROD PROBE @ 22'		
										ADVANCE ROD PROBE BY HYDRAULIC PUSH		
-												
									-			
									-			
									-			
-												
-												
									-			
									-			
SAMPLI	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	KS: CONTINUED		
D = SPL	IT SPC				DRI	LLER -	VISUAL	LY		STRATIFICATION LINES REPRESENT THE		
C = 3" S			-	X	SO		I VISU					
U = 3.5"	SHELE	sy iub	E		LAB	ORATO	ΙΚΥΙΕ	51		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-205		



TYPE

SSA

SS

PROPOSED CORRECTIONAL FACILITY

RIVER ROAD, WINDHAM, MAINE

GREAT WORKS TEST BORING, INC.

4" O.D.

1 3/8"

BORING LOG

PETER MICHAUD

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LBS.

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

SWC REP.:

WATER LEVEL INFORMATION

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

SAMPLER: CORE BARREL:

PROJECT: CLIENT :

LOCATION: DRILLING FIRM:

CASING:

CASING SAMPLE SAMPLER BLOWS PER 6" BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH NO. PEN. REC. 0-6 6-12 12-18 18-24 FOOT @ BOT PROBABLE GRAY SILTY CLAY ADVANCE ROD PROBE BY HYDRAULIC PUSH 68.0' HYDRAULIC PUSH REFUSAL @ 68.0' BOTTOM OF EXPLORATION @ 68.0' SAMPLES: SOIL CLASSIFIED BY: **REMARKS:** 18 D = SPLIT SPOON DRILLER - VISUALLY STRATIFICATION LINES REPRESENT THE C = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO .: B-205



TYPE

SSA

SS

PROPOSED CORRECTIONAL FACILITY

RIVER ROAD, WINDHAM, MAINE

GREAT WORKS TEST BORING, INC.

4" O.D.

1 3/8"

BORING LOG

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LBS.

PETER MICHAUD

 BORING NO.:
 B-206

 SHEET:
 1 OF 2

 PROJECT NO.:
 13-0876.1

 DATE START:
 12/12/2013

 DATE FINISH:
 12/12/2013

E. WALKER

ELEVATION:

SWC REP.:

WATER LEVEL INFORMATION

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

SAMPLER: CORE BARREL:

DRILLING FIRM:

PROJECT:

LOCATION:

CLIENT :

CASING:

CASING SAMPLE SAMPLER BLOWS PER 6" BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH NO. PEN. REC. 0-6 6-12 12-18 18-24 FOOT @ BOT 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 ~ BROWN SILTY CLAY WITH OCCASIONAL SAND SEAMS $q_p = 4-5 \text{ KSF}$ 2D 24" 22" 7.0' 2 4 5 4 ~ VERY STIFF TO STIFF ~ 10.0' w = 44.1%3D 24" 22" 12.0' 1 2 2 2 GRAY-BROWN SILTY CLAY WITH OCCASIONAL SAND SEAMS 13.0' ~ MEDIUM ~ GRAY WITH BLACK STREAKING SILTY CLAY ~ MEDIUM ~ WOH - 24" 4D 24" 22" 17.0' w = 57.0%**BEGIN ROD PROBE @ 38** ADVANCE ROD PROBE BY HYDRAULIC PUSH SAMPLES: SOIL CLASSIFIED BY: REMARKS: CONTINUED... 19 D = SPLIT SPOON **DRILLER - VISUALLY** STRATIFICATION LINES REPRESENT THE C = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO .: **B-206**



TYPE

SSA

SS

PROPOSED CORRECTIONAL FACILITY

RIVER ROAD, WINDHAM, MAINE

GREAT WORKS TEST BORING, INC.

4" O.D.

1 3/8"

BORING LOG

PETER MICHAUD

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LBS.

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

SWC REP.:

WATER LEVEL INFORMATION

	-	-
SOILS MOIST FROM GROUI	ND SURFA	ACE TO 10'+/-
SOILS SATURATED	BELOW 1	0' +/-

SAMPLER: CORE BARREL:

PROJECT: CLIENT :

LOCATION: DRILLING FIRM:

CASING:

CASING SAMPLE SAMPLER BLOWS PER 6" BLOWS DEPTH **STRATA & TEST DATA** PER DEPTH NO. PEN. REC. 0-6 6-12 12-18 18-24 FOOT @ BOT 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: SOIL CLASSIFIED BY: REMARKS: 20 D = SPLIT SPOON DRILLER - VISUALLY STRATIFICATION LINES REPRESENT THE C = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO .: **B-206**



TYPE

НW

SS

PROPOSED CORRECTIONAL FACILITY

RIVER ROAD, WINDHAM, MAINE

GREAT WORKS TEST BORING, INC.

4"

1 3/8"

BORING LOG

PETER MICHAUD

DRILLER:

30"

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LBS.

140 LBS.

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

WATER LEVEL INFORMATION

SOILS SATURATED BELOW 10' +/-

SAMPLER: CORE BARREL:

CASING:

PROJECT: CLIENT :

LOCATION: DRILLING FIRM:

CASING SAMPLE SAMPLER BLOWS PER 6" BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH NO. PEN. REC. 0-6 6-12 12-18 18-24 FOOT @ BOT 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 $S_v = 0.65 \text{ KSF} / 0.05 \text{ KSF}$ ~ MEDIUM ~ 3 5/8" X 7" VANE S,, = 0.59 KSF / 0.08 KSF 1V' 16.6 22.0' **PISTON SAMPLER** $W_L = 63 W_P = 26 w = 58.2\%$ 1C 24" 3 5/8" X 7" VANE 2V 22.8' S_v = 0.59 KSF / 0.05 KSF 3 5/8" X 7" VANE S_v = 0.54 KSF / 0.05 KSF 2V' 23.6' ~ SOFT ~ BLACK STREAKING IN CUTTINGS @ 28' +/-**PISTON SAMPLER** 2C 24" 32.0' $W_L = 43 W_P = 23 w = 44.7\%$ ЗV 32.8' 3 5/8" X 7" VANE S_v = 0.43 KSF / 0.02 KSF 3 5/8" X 7" VANE 33.6' S_v = 0.58 KSF / 0.0 KSF 3V' 33.6' BOTTOM OF EXPLORATION @ 33.6' SAMPLES: SOIL CLASSIFIED BY: REMARKS: 21 D = SPLIT SPOON **DRILLER - VISUALLY** STRATIFICATION LINES REPRESENT THE C = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO .: B-206A

APPENDIX B

CURRENT EXPLORATIONS AND LABORATORY TESTING



BORING LOG

BORING NO .:	B-301
SHEET:	1 OF 1
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	RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE								
DRILLING FIRM:	GREAT WOR	KS TEST BO	PETER MICHAUD							
	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL						
CASING:	HW	4"	HYD PUSH.							
SAMPLER:	SS	1 3/8"	140 LBS.	30"		_				

SWC REP.: WATER LEVEL INFORMATION

SOILS SATURATED AT SURFACE

S CORE BARREL:

CAS NG BLOWS		SAN	IPLE		SAM	PLER BL	LOWS F	PER 6"	DEDTU	OTDATA & TEST DATA
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	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 $q_p = 2.5 - 4 \text{ KSF}$
	2D	24"	18"	7.0'	2	3	3	4		~ STIFF ~
									9.0'	
		0.1				1.0.1				GRAY SILTY CLAY
	3D	24"	22"	12.0'	1-	12"	1	3	11.7	
									12.5	ORANGE-BROWN SILT AND FINE SAND ~ LOOSE ~
									14.5'	PROBABLE WEATHERED BEDROCK - ADVANCE BY ROLLER CONE
										REFUSAL @ 14.5' DROBABLE BEDROCK
	- e ·			801 0			v.			KG.
D = SPL $C = 3" S$	PLES: SOIL SPLIT SPOON 3" SHELBY TUBE X				DRI	LLER -	VISUAI I VISU	LLY JALLY	KEWAR	STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
U = 3.5"	SHELL	STIUE		1	LAB	UKAI	וזאכ	31	1	AND THE TRANSTITION WAT BE GRADUAL. BORING NO.: B-301



TYPE

HW

SS

PROPOSED CORRECTIONAL FACILITY

GREAT WORKS TEST BORING, INC.

4"

1 3/8"

RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE

SIZE I.D. HAMMER WT. HAMMER FALL

HYD PUSH

140 LBS.

BORING LOG

PETER MICHAUD

DRILLER:

30"

B-302 BORING NO .: SHEET: 1 OF 1 PROJECT NO .: 13-0876.2 DATE START: 7/30/2014 DATE FINISH: 7/30/2014 ELEVATION:

E. WALKER

SWC REP.:

WATER LEVEL INFORMATION SOILS WET @ SURFACE,

SATURATED BELOW 15' +/-

SAMPLER:

PROJECT:

LOCATION:

CLIENT :

CASING:

CORE BARREL:

DRILLING FIRM:

CAS NG BLOWS		SAN	/IPLE		SAMPLER BLOWS PER 6"				DEDTU	οτρατά « τέςτ ράτα	
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	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 ~ $q_p = 5 \text{ KSF}$	
										~ MEDIUM ~ $q_0 = 1.5$ KSF	
	3D	24"	24"	12.0'	1	1	2	2	12.5'		
										GRAY SILTY CLAY	
	4D	24"	24"	17.0'		WOH-18	8"	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'	
SAMPLI D = SPL C = 3" S U = 3.5"	SAMPLES: SOIL CLASSIFIED BY: I D = SPLIT SPOON DRILLER - VISUALLY C = 3" SHELBY TUBE X J = 3.5" SHELBY TUBE LABORATORY TEST			LLY JALLY ST	REMAR	STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-302					



BORING LOG

BORING NO .:	B-303
SHEET:	1 OF 1
PROJECT NO .:	13-0876.2
DATE START:	7/30/2014
DATE FINISH:	7/30/2014
ELEVATION:	
SWC REP.:	E. WALKER

WATER LEVEL INFORMATION SOILS SATURATED @ SURFACE

PROJECT:	PROPOSED CORRECTIONAL FACILITY								
CLIENT :	SMRT, INC.								
LOCATION:	RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE								
DRILLING FIRM:	GREAT WOR	KS TEST BO	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:

CAS NG SAMPLE SAMPLER BLOWS PER 6" BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH NO. PEN. REC. 0-6 6-12 12-18 18-24 FOOT @ BOT VEGETATION / BROWN CLAYEY SILTY SAND WITH ORGANICS (TOPSOIL) 1.0' 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' 12.0' 1-12" 1 1 GRAY SILTY CLAY ~ MEDIUM ~ 3 5/8" X 7" VANE VANE SHEAR ATTEMPTED - NO ROTATION 1V 15.8' 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 SOIL CLASSIFIED BY: REMARKS: SAMPLES: D = SPLIT SPOON DRILLER - VISUALLY STRATIFICATION LINES REPRESENT THE C = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO .: B-303



TYPE

HW

SS

PROPOSED CORRECTIONAL FACILITY

GREAT WORKS TEST BORING, INC.

4"

1 3/8"

RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE

SIZE I.D. HAMMER WT. HAMMER FALL

HYD PUSH

140 LBS.

BORING LOG

PETER MICHAUD

DRILLER:

30"

 BORING NO.:
 B-304

 SHEET:
 1 OF 2

 PROJECT NO.:
 13-0876.2

 DATE START:
 7/30/2014

 DATE FINISH:
 7/30/2014

 ELEVATION:
 2000 -

E. WALKER

SWC REP.:

WATER LEVEL INFORMATION

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

SAMPLER: CORE BARREL:

PROJECT: CLIENT :

LOCATION:

CASING:

DRILLING FIRM:

CAS NG SAMPLE SAMPLER BLOWS PER 6" BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH NO. PEN. REC. 0-6 6-12 12-18 18-24 FOOT @ BOT VEGEATION / GRAY-BROWN SILTY CLAY WITH ROOTLETS (TOPSOIL) 0.5' 1D 24" 16" 2.0' 3 3 4 5 2.0' GRAY-BROWN SILTY CLAY (REWORKED / DISTURBED SOILS) 2D 24" 7 ~ VERY STIFF ~ 18" 4.0' 12 20 20 $q_p = 8 \text{ KSF}$ 3D 24" 22" 7.0' 5 7 9 9 q_p = 5 - 6 KSF BROWN SILTY CLAY WITH OCCASIONAL FINE SAND SEAMS 24" 24" ~ STIFF ~ 4D 12.0' 5 $q_{p} = 3.5 - 4 \text{ KSF}$ 5 5 5 5D 24" 24" 17.0' 3 q_p = 2.5 - 3 KSF 1 2 3 19.5 24" 24" WOH - 18" 2 6D 22.0' GRAY SILTY CLAY ~ MEDIUM ~ WOH - 12" WITH BLACK STREAKING BELOW 25' 7D 24" 24" 27.0' 1 1 8D 24" 24" 32.0' WOR - 18" WOH ADVANCE BY ROLLER CONE BELOW 32' GRAY SILTY CLAY REMARKS: SOIL CLASSIFIED BY: CONTINUED... SAMPLES: D = SPLIT SPOON **DRILLER - VISUALLY** STRATIFICATION LINES REPRESENT THE C = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO .: B-304



TYPE

HW

BORING LOG

PETER MICHAUD

DRILLER:

30"

BORING NO .:	B-304
SHEET:	2 OF 2
PROJECT NO .:	13-0876.2
DATE START:	7/30/2014
DATE FINISH:	7/30/2014
ELEVATION:	

E. WALKER

SWC REP.:

WATER LEVEL INFORMATION

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

SAMPLER: CORE BARREL:

DRILLING FIRM:

PROJECT:

LOCATION:

CLIENT :

CASING:

. —

SS

PROPOSED CORRECTIONAL FACILITY

GREAT WORKS TEST BORING, INC.

4"

1 3/8"

RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE

SIZE I.D. HAMMER WT. HAMMER FALL

HYD PUSH

140 LBS.

CAS NG BLOWS PER		SAN	IPLE	DEPTH	SAMF	PLER BL	-OWS P	ER 6"	DEPTH	STRATA & TEST DATA		
FOOT	NO.	PEN.	REC.	@ BOT	0-6	6-12	12-18	18-24				
										GRAY SILTY CLAY		
										ADVANCE BY ROLLER CONE		
									62 5'			
									02.5	DENSE GRANULAR SOILS OR WEATHERED BEDROCK		
									64.5'	ADVANCE BY ROLLER CONE		
										PROBABLE BEDROCK		
SAMPL	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	KS:		
D = SPL	IT SPC	ON			DRI	LLER -	VISUAI	_LY		STRATIFICATION LINES REPRESENT THE		
C = 3" S	HELBY	' TUBE		Х	SOI	L TECH	I VISI	JALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES		
U = 3.5" SHELBY TUBE		LAB	ORATO	DRY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-304					



TYPE

HW

SS

PROPOSED CORRECTIONAL FACILITY

GREAT WORKS TEST BORING, INC.

4"

1 3/8"

RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE

SIZE I.D. HAMMER WT. HAMMER FALL

HYD PUSH

140 LBS.

BORING LOG

PETER MICHAUD

DRILLER:

30"

 BORING NO.:
 B-304A

 SHEET:
 1 OF 2

 PROJECT NO.:
 13-0876.2

 DATE START:
 7/30/2014

 DATE FINISH:
 7/30/2014

 ELEVATION:

E. WALKER

WATER LEVEL INFOR	MATION
SWC REP.:	E. WA
ELEVATION:	

SOILS SATURATED BELOW 10' +/-

SAMPLER: CORE BARREL:

CASING:

PROJECT: CLIENT :

LOCATION:

DRILLING FIRM:

CAS NG SAMPLE SAMPLER BLOWS PER 6" BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH NO. PEN. REC. 0-6 6-12 12-18 18-24 FOOT @ BOT VEGETATION / BROWN SILTY CLAY WITH ORGANICS (TOPSOIL) 0.5' +/-ADVANCE BY ROLLER CONE TO 20' **BROWN SILTY CLAY** NO SAMPLING - OBSERVATION OF WASH WASH TURNS GRAY-BROWN @ 13' +/-13.0' GRAY-BROWN SILTY CLAY 16.0' WASH TURNS GRAY @ 16' +/-GRAY SILTY CLAY 1C 24" 24" 22.0' **PISTON SAMPLER** 3 5/8" X 7" VANE 1V 22.8' 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 24" 24" 22.0' **PISTON SAMPLER** 2C 3 5/8" X 7" VANE 3V 22.8' 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 SOIL CLASSIFIED BY: REMARKS: CONTINUED... SAMPLES: D = SPLIT SPOON **DRILLER - VISUALLY** STRATIFICATION LINES REPRESENT THE C = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO .: B-304A



BORING LOG

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

WATER LEVEL INFORMATION

SOILS SATURATED BELOW 10' +/-

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

SA CORE BARREL:

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

SAMPL	ES:	1	SOIL C	LASSI	FIED B	Y:		REMAR	KS:	
D = SPLIT SPOON C = 3" SHELBY TUBE		E	DRILLER - VISUALLY X SOIL TECH VISUALLY				_LY JALLY		STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES	\bigcirc
U = 3.5'	' SHELBY TU	IBE		LAB	ORATO	ORY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.:	B-304A



TYPE

SSA

SS

PROPOSED CORRECTIONAL FACILITY

GREAT WORKS TEST BORING, INC.

4" O.D.

1 3/8"

RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE

SIZE I.D. HAMMER WT. HAMMER FALL

140 LBS.

BORING LOG

PETER MICHAUD

DRILLER:

30"

BORING NO .:	B-305
SHEET:	1 OF 1
PROJECT NO .:	13-0876.2
DATE START:	8/4/2013
DATE FINISH:	8/4/2013
ELEVATION:	

E. WALKER

SWC R	EP.:

WATER LEVEL INFORMATION

ALL SOILS MOIST

SAMPLER:

PROJECT:

LOCATION:

DRILLING FIRM:

CLIENT :

CASING:

CORE BARREL:

CAS NG BLOWS	NG SAMPLE		SAMF	PLER BL	LOWS F	PER 6"	DEPTH	STRATA & TEST DATA		
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24		
	1D	24"	18"	2 0'	3	2	2	3	1.8'	VEGETATION / BROWN SILTY SAND WITH ROOTLETS (TOPSOIL)
		24	10	2.0	5	2	2	5.	1.0	WEATHERED BEDROCK - ADVANCE BY AUGER
									4.0'	
										REFUSAL @ 4.0' BEDROCK
										NOTE: MOVED 8' NORTH - REFUSAL @ 4.5'
SAMPLE	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	KS:
D = SPLIT SPOON C = 3" SHELBY TUBE U = 3.5" SHELBY TUBE U = 3.5" SHELBY TUBE DRILLER - VISUALLY SOIL TECH VISUALLY LABORATORY TEST			STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-305							



TYPE

SSA

SS

PROPOSED CORRECTIONAL FACILITY

GREAT WORKS TEST BORING, INC.

4" O.D.

1 3/8"

RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE

SIZE I.D. HAMMER WT. HAMMER FALL

140 LBS.

BORING LOG

PETER MICHAUD

DRILLER:

30"

BORING NO .:	B-306
SHEET:	1 OF 1
PROJECT NO.:	13-0876.2
DATE START:	7/31/2014
DATE FINISH:	7/31/2014
ELEVATION:	
SWC REP.:	E. WALKER

SWC REP.:

WATER LEVEL INFORMATION

ALL SOILS MOIST

SAMPLER:

PROJECT:

LOCATION:

DRILLING FIRM:

CLIENT :

CASING:

CORE BARREL:

CAS NG BLOWS		SAN	IPLE		SAMPLER BLOWS PER 6"					
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	SIRATA & 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
	-									
									1	
	-									
									1	
SAMPL	ES:			SOIL C	LASSI	FIED B	ŕ :		REMAR	KS:
										\frown
D = SPL	IT SPC	DON			DRI	LLER -	VISUA	LLY		STRATIFICATION LINES REPRESENT THE ()
C = 3" S	HELBY	TUBE	_	Х	SOI	L TECH	I VIS	JALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
U = 3.5"	SHEL	BY TUB	ε		LAE	BORATC	DRY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-306



TYPF

HW

SS

PROPOSED CORRECTIONAL FACILITY

GREAT WORKS TEST BORING, INC.

4"

1 3/8"

RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE

SIZE I.D. HAMMER WT. HAMMER FALL

HYD PUSH

140 LBS.

BORING LOG

PETER MICHAUD

DRILLER:

30"

BORING NO .: B-307 SHEET: 1 OF 1 PROJECT NO .: 13-0876.2 DATE START: 7/31/2014 DATE FINISH: 7/31/2014 ELEVATION:

E. WALKER

SWC REP.:

WATER LEVEL INFORMATION SOILS MOIST @ SURFACE,

SATURATED BELOW 5' +/-

CASING: SAMPLER:

PROJECT. CLIENT :

LOCATION:

DRILLING FIRM:

CORE BARREL:

CAS NG SAMPLE SAMPLER BLOWS PER 6" BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH NO. PEN. REC. 0-6 6-12 12-18 18-24 FOOT @ BOT VEGETATION / BROWN CLAYEY SILT WITH ORGANICS (TOPSOIL/FILL) 0.5' 1D 24" 20" 2.0' 1 2 3 4 2.0' BROWN CLAYEY SILTY SAND WITH ASH (FILL) ~ LOOSE ~ 24" 2D 16" 4.0' 3 2 2 2 BROWN SILT AND SAND (FILL) 5.0' ~ LOOSE ~ 3D 24" 18" 7.0' WOH - 24" GRAY SILTY SAND, SOME GRAVEL (FILL) ~ VERY LOOSE ~ 9.0' 4D 24" 24" BROWN-GRAY SILTY CLAY WITH FREQUENT SAND SEAMS 12.0' 4 7 8 1 BECOMES MORE GRAY IN COLOR @ 5D 5D 24" 24" 17.0' 4 6 3 4 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 SOIL CLASSIFIED BY: SAMPLES: REMARKS: D = SPLIT SPOON **DRILLER - VISUALLY** STRATIFICATION LINES REPRESENT THE C = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO .: B-307



TYPE

HW

SS

PROPOSED CORRECTIONAL FACILITY

GREAT WORKS TEST BORING, INC.

4"

1 3/8"

RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE

SIZE I.D. HAMMER WT. HAMMER FALL

HYD PUSH

140 LBS.

BORING LOG

PETER MICHAUD

DRILLER:

30"

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

E. WALKER

SWC REP.:

WATER LEVEL INFORMATION

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

SAMPLER: CORE BARREL:

PROJECT.

LOCATION:

DRILLING FIRM:

CLIENT :

CASING:

CAS NG SAMPLE SAMPLER BLOWS PER 6" BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH NO. PEN. REC. 0-6 6-12 12-18 18-24 FOOT @ BOT VEGETATION / BROWN SILT AND SAND WITH ORGANICS (TOPSOIL / FILL) 0.5' 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" GRAY AND BROWN SILT, SOME FINE SAND. WITH ORGANICS (FILL) 8.0' ~ VERY LOOSE ~ GRAY SILT AND FINE SAND 11.0' ~ LOOSE ~ 4D 24" 24" 12.0' 2 2 4 2 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' 24" 24" WOR - 12" WOH - 12" 6D 22.0 GRAY SILTY CLAY 1V 25.8 3 5/8" X 7" VANE S_v = 0.50 KSF / 0.02 KSF ~ SOFT ~ 1V' 3 5/8" X 7" VANE S_v = 0.43 KSF / 0.02 KSF 26.6 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 ~ REMARKS: SOIL CLASSIFIED BY: CONTINUED... SAMPLES: D = SPLIT SPOON DRILLER - VISUALLY STRATIFICATION LINES REPRESENT THE C = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO .: B-308



TYPE

HW

BORING LOG

PETER MICHAUD

DRILLER:

30"

BORING NO .:	B-308
SHEET:	2 OF 2
PROJECT NO .:	13-0876.2
DATE START:	7/31/2014
DATE FINISH:	7/31/2014
ELEVATION:	

E. WALKER

S	v	٧C	RE	Р.		

WATER LEVEL INFORMATION

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

SAMPLER: CORE BARREL:

PROJECT:

LOCATION:

DRILLING FIRM:

CLIENT :

CASING:

SS 1 3/8"

PROPOSED CORRECTIONAL FACILITY

GREAT WORKS TEST BORING, INC.

4"

RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE

SIZE I.D. HAMMER WT. HAMMER FALL

HYD PUSH

140 LBS.

CAS NG BLOWS PER	NO	SAN	APLE REC	DEPTH	SAMI	PLER BL	_OWS P	ER 6"	DEPTH	STRATA & TEST DATA
FOOT	110.	1 214.	ILEO.	@ BOT	00	0.12	12 10	10 24		
										GRAY SILTY CLAY
	3V			45.8'	3	3 5/8" X	7" VAN	E		S _v = 0.66 KSF / 0.07 KSF ~ MEDIUM ~
	3V'			46.6'	3	3 5/8" X	7" VAN	E		S _v = 0.65 KSF / 0.08 KSF
									69.0'	
										INCREASED DRILL RESISTANCE @ 69'
									72 5'	PROBABLE GRANULAR SOILS - SAND OR GLACIAL TILL
									12.0	
										REFUSAL @ 72.5'
										PROBABLE BEDROCK
SAMPL	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	RKS:
D 05.					1					
D = SPL C = 3" S		JON (TURF		х	DRI SOI	LLER - L TECH	VISUAL I VISI	_LY JALI Y		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
U = 3.5"	' SHELI	BY TUE	BE		LAE	BORATO	DRY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO . R.308


TYPF

HW

SS

PROPOSED CORRECTIONAL FACILITY

GREAT WORKS TEST BORING, INC.

4"

1 3/8"

RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE

SIZE I.D. HAMMER WT. HAMMER FALL

HYD PUSH

140 LBS.

BORING LOG

DRILLER:

30"

BORING NO .:	B-309
SHEET:	1 OF 2
PROJECT NO .:	13-0876.2
DATE START:	8/4/2014
DATE FINISH:	8/4/2014
ELEVATION:	

SOILS WET @ SURFACE

SATURATED BELOW 5' +/-

BORING NO .:

B-309

E. WALKER

IE					
PETER MICHAUD					
	SWC REP.:	E. WA			
	WATER LEVEL INFOR	MATION			

SAMPLER:

CASING:

PROJECT. CLIENT :

LOCATION:

DRILLING FIRM:

CORE BARREL:

CAS NG SAMPLE SAMPLER BLOWS PER 6" BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH NO. PEN. REC. 0-6 6-12 12-18 18-24 FOOT @ BOT VEGETATION / BROWN CLAYEY SILT WITH ORGANICS (TOPSOIL) 1.0' 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 Sy = 0.50 KSF / 0.02 KSF 2V 3 5/8" X 7" VANE S_v = 0.49 KSF / 0.01 KSF 20.8 3 5/8" X 7" VANE 2V S_v = 0.49 KSF / 0.02 KSF 21.6 ~ MEDIUM ~ 3V 25.8 3 5/8" X 7" VANE $S_v = 0.65 \text{ KSF} / 0.01 \text{ KSF}$ 3 5/8" X 7" VANE S_v = 0.66 KSF / 0.01 KSF 3V' 26.6 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 REMARKS: SOIL CLASSIFIED BY: CONTINUED... SAMPLES: D = SPLIT SPOON DRILLER - VISUALLY STRATIFICATION LINES REPRESENT THE C = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES

AND THE TRANSITION MAY BE GRADUAL.

U = 3.5" SHELBY TUBE

LABORATORY TEST



BORING LOG

PETER MICHAUD

DRILLER:

30"

BORING NO .:	B-309
SHEET:	2 OF 2
PROJECT NO .:	13-0876.2
DATE START:	8/4/2014
DATE FINISH:	8/4/2014
ELEVATION:	

E. WALKER

SWC	REP.:	

WATER LEVEL INFORMATION

SAMPLER: CORE BARREL:

CASING:

PROJECT:

LOCATION:

DRILLING FIRM:

CLIENT :

HW SS

TYPE

1 3/8"

GREAT WORKS TEST BORING, INC.

4"

PROPOSED CORRECTIONAL FACILITY

RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE

SIZE I.D. HAMMER WT. HAMMER FALL

HYD PUSH

140 LBS.

SOILS WET @ SURFACE SATURATED BELOW 5' +/-

CAS NG BLOWS		SAN	IPLE		SAM	PLER BL	_OWS P	ER 6"	DEPTH	STRATA & TEST DATA
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24		
										GRAY SILTY CLAY
				45.01		= (0 =) (
	5V			45.8	3	5/8" X	7" VAN	E		S _v = 0.76 KSF / 0.01 KSF ~ MEDIUM ~
	50			46.6	3	5/8" X	7° VAN	E		$S_v = 0.92$ KSF / 0.02 KSF
									-	
									-	
									67.0'	
									67.5	PROBABLE WEATHERED BEDROCK - ADVANCE BY ROLLER CONE
										REFUSAL @ 67.5'
										PROBABLE BEDROCK
									-	
SAMPLI	ES:			SOIL C	LASSI	FIED B'	Y:		REMAR	RKS:
D = SPL				v	DRI	LLER -				STRATIFICATION LINES REPRESENT THE
C = 3" SHELBY TUBE X SOIL TECH VISUALLY U = 3.5" SHELBY TUBE LABORATORY TEST			ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-309					



BORING LOG

PETER MICHAUD

DRILLER:

30"

BORING NO .:	B-310
SHEET:	1 OF 2
PROJECT NO .:	13-0876.2
DATE START:	8/4/2014
DATE FINISH:	8/4/2014
ELEVATION:	

E. WALKER

SWC REP.:

WATER LEVEL INFORMATION SOILS WET @ SURFACE,

SATURATED BELOW 5' +/-

SAMPLER: CORE BARREL:

CASING:

PROJECT. CLIENT :

LOCATION:

DRILLING FIRM:

SS

TYPF

HW

SMRT, INC.

PROPOSED CORRECTIONAL FACILITY

GREAT WORKS TEST BORING, INC.

4"

1 3/8"

RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE

SIZE I.D. HAMMER WT. HAMMER FALL

HYD PUSH

140 LBS.

CAS NG SAMPLE SAMPLER BLOWS PER 6" BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH NO. PEN. REC. 0-6 6-12 12-18 18-24 FOOT @ BOT 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' BROWN FINE TO MEDIUM SAND, SOME SILT 3D 24" 16" 12.0' 5 5 4 5 ~ LOOSE ~ 15.0 16.0' GRAY SILTY FINE SAND ~ LOOSE ~ 4D 24" 24" 17.0' 2 3 4 2 GRAY SILTY CLAY WITH FREQUENT SILT FINE SAND SEAMS 24" 5D 24" WOH - 24" 22.0' **PISTON SAMPLER** w = 39.4% $W_1 = 46$ $W_P = 20$ 1C 24" 27.0' 1V 27.8 3 5/8" X 7" VANE ~ MEDIUM ~ $S_v = 0.76 \text{ KSF} / 0.11 \text{ KSF}$ 3 5/8" X 7" VANE 1V 28.6 S_v = 0.71 KSF / 0.10 KSF WITH BLACK STREAKING IN CUTTINGS 2C 37.0' **PISTON SAMPLER** w = 51.8% $W_L = 57$ $W_P = 23$ 3 5/8" X 7" VANE 2V 37.8 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 SOIL CLASSIFIED BY: REMARKS: CONTINUED... SAMPLES: D = SPLIT SPOON **DRILLER - VISUALLY** STRATIFICATION LINES REPRESENT THE C = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO .: B-310



PROPOSED CORRECTIONAL FACILITY

GREAT WORKS TEST BORING, INC.

4"

1 3/8"

RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE

SIZE I.D. HAMMER WT. HAMMER FALL

HYD PUSH

140 LBS.

BORING LOG

PETER MICHAUD

DRILLER:

30"

BORING NO .:	B-310
SHEET:	2 OF 2
PROJECT NO .:	13-0876.2
DATE START:	8/4/2014
DATE FINISH:	8/4/2014
ELEVATION:	

E. WALKER

SWC REP.:	

WATER LEVEL INFORMATION

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

SAMPLER: CORE BARREL:

PROJECT:

LOCATION:

DRILLING FIRM:

CLIENT :

CASING:

SS

SMRT, INC.

TYPE

HW

CAS NG SAMPLE SAMPLER BLOWS PER 6" BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH NO. PEN. REC. 0-6 6-12 12-18 18-24 FOOT @ BOT GRAY SILTY CLAY ~ MEDIUM ~ 3C 24" 0" 47.0' **PISTON SAMPLER** SHELBY TUBE ATTEMPTED - NO RECOVERY 6D 24" 24" 47.0' WOH - 24" 24" **PISTON SAMPLER** w = 41.6% $W_L = 44$ $W_P = 20$ 4C 52.0' 3 5/8" X 7" VANE VANE SHEAR ATTEMPTED - NO ROTATION - PROBABLE SAND LAYER 4V 52.8' 73.5' 74.0' PROBABLE GRANULAR SOILS OR WEATHERED BEDROCK **REFUSAL @ 74.0'** PROBABLE BEDROCK SOIL CLASSIFIED BY: REMARKS: SAMPLES: D = SPLIT SPOON DRILLER - VISUALLY STRATIFICATION LINES REPRESENT THE C = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL.

B-310

BORING NO .:



TYPE

HW

SS

PROPOSED CORRECTIONAL FACILITY

GREAT WORKS TEST BORING, INC.

4"

1 3/8"

RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE

SIZE I.D. HAMMER WT. HAMMER FALL

HYD PUSH

140 LBS.

BORING LOG

PETER MICHAUD

DRILLER:

30"

B-311 BORING NO .: SHEET: 1 OF 2 PROJECT NO .: 13-0876.2 DATE START: 7/31/2014 DATE FINISH: 7/31/2014 ELEVATION:

E. WALKER

WATER LEVEL INFORMATION

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

SAMPLER: CORE BARREL:

PROJECT:

LOCATION:

DRILLING FIRM:

CLIENT :

CASING:

CAS NG BLOWS		SAM	<i>I</i> PLE		SAMP	PLER BI	BLOWS PER 6"		DEPTH	STRATA & TEST DATA
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24		
									0.8'	VEGETATION / BROWN CLAYEY SILT WITH ORGANICS (TOPSOIL / FILL)
	1D	17"	10"	1.4'	2	2	50-5"		5.0'	BROWN CLAYEY SILTY WITH ROOTS AND ORGANICS (FILL) BOULDER OR RUBBLE PENETRATED 1.4' - 2.5' +/- ~ LOOSE ~
	2D	24"	20"	7.0'	3	3	3	3	10.0'	DARK BROWN AND GRAY SILT AND SAND WITH ROOTLETS, WOOD, BRICK (FILL) ~ LOOSE ~
	3D	24"	18"	12.0'	4	5	6	6	-	BROWN WITH ORANGE/OXIDE STAINING SILTY FINE SAND
									15.0'	~ MEDIUM DENSE ~
						ļ			16.0'	BROWN SILTY CLAY
	4D	24"	24"	17.0'	1	5	3	3		ORANGE-BROWN AND DARK RUST BROWN SILTY FINE SAND
			<u> </u>		 	<u> </u>	<u> </u>	L	18.0'	WITH SILTY CLAY SEAMS
	5D	24"	24"	22.0'		WOF	1 - 24" 7" VAN		- - - - -	GRAY SILTY CLAY WITH OCCASIONAL FINE SAND SEAMS $S_v = 0.91 \text{ KSF} / 0.09 \text{ KSF} \qquad \sim \text{MEDIUM} \sim 0.02 \text{ KSF}$
	1V ⁻				3	3 5/8" X	7" VAN 		-	S _v = 0.89 KSF / 0.09 KSF S _v = 0.85 KSF / 0.09 KSF
	2V'					5/8" X	7" VAN	E	- - - -	S _v = 0.83 KSF / 0.07 KSF
SAMPLES: SOIL CLASSIFIED BY: D = SPLIT SPOON DRILLER - VISUALLY C = 3" SHELBY TUBE X U = 3.5" SHELBY TUBE LABORATORY TEST						FIED B LLER - L TECH 30RAT(Y: VISUAI I VISI DRY TE	LLY UALLY ST	REMAR	KS: CONTINUED STRATIFICATION LINES REPRESENT THE O APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-311



TYPE

HW

SS

BORING LOG

PETER MICHAUD

DRILLER:

30"

BORING NO .:	B-311
SHEET:	2 OF 2
PROJECT NO .:	13-0876.2
DATE START:	7/31/2014
DATE FINISH:	7/31/2014
ELEVATION:	

E. WALKER

SWC REP.:

WATER LEVEL INFORMATION

SAMPLER:

PROJECT:

LOCATION:

DRILLING FIRM:

CLIENT :

CASING:

1 3/8"

PROPOSED CORRECTIONAL FACILITY

GREAT WORKS TEST BORING, INC.

4"

RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE

SIZE I.D. HAMMER WT. HAMMER FALL

HYD PUSH

140 LBS.

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

CORE BARREL:

CAS NG BLOWS		SAN	IPLE		SAM	PLER BL	OWS P	PER 6"	DEDTU	STDATA & TEST ΠΑΤΑ
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEFIN	SIRAIA & TEST DATA
										GRAY SILTY CLAY
	3V			45.8'	3	3 5/8" X	7" VAN	E		S., = 0.87 KSF / 0.05 KSF ~ MEDIUM ~
	3V'			46.6'	3	3 5/8" X	7" VAN	E		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
SAMPL	ES:			SOIL C	LASSI	FIED B	Y:		REMAF	
D = SPI	IT SPC	ON			DRI	LLER -	VISUAI	LLY		STRATIFICATION LINES REPRESENT THE
C = 3" S	HELBY	TUBE		X	SO		I VISI	JALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
U = 3.5" SHELBY TUBE				ORY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-311			



TYPF

HW

SS

PROPOSED CORRECTIONAL FACILITY

GREAT WORKS TEST BORING, INC.

4"

1 3/8"

RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE

SIZE I.D. HAMMER WT. HAMMER FALL

HYD PUSH

140 LBS.

BORING LOG

PETER MICHAUD

DRILLER:

30"

BORING NO .:	B-312
SHEET:	1 OF 2
PROJECT NO .:	13-0876.2
DATE START:	7/31/2014
DATE FINISH:	7/31/2014
ELEVATION:	

SAMPLER:

CORE BARREL:

CASING:

PROJECT. CLIENT :

LOCATION:

DRILLING FIRM:

CAS NG SAMPLE SAMPLER BLOWS PER 6" BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH NO. PEN. REC. 0-6 6-12 12-18 18-24 FOOT @ BOT ASPHALT PAVEMENT 3" 1D 24" 18" 2.5' 8 14 10 7 DARK BROWN AND BLACK SILTY SAND, SOME GRAVEL WITH BRICK AND CONCRETE (FILL) 2D ~ MEDIUM DENSE ~ 24" 6" 4.5' 5 7 7 6 5.5' 3D 24" 20" 7.0' 2 4 3 3 BROWN FINE SAND AND SILT, SOME CLAY ~ LOOSE ~ 10.0' 24" BROWN SILTY CLAY WITH OCCASIONAL FINE SAND SEAMS 4D 24" 12.0' 2 2 3 3 15.0' **BROWN-GRAY SILTY CLAY** 5D 24" 24" 17.0' WOH-12" 1 WITH FREQUENT FINE SAND SEAMS 1 18.0' WASH TURNS GRAY @ 18' +/-1V 3 5/8" X 7" VANE S_v = 0.56 KSF / 0.05 KSF 20.8 3 5/8" X 7" VANE 1V S_v = 0.54 KSF / 0.05 KSF 21.6 GRAY SILTY CLAY ~ MEDIUM ~ BLACK STREAKS IN SOIL CUTTINGS 2V 3 5/8" X 7" VANE S_v = 0.58 KSF / 0.01 KSF 30.8 2V' 31.6' 3 5/8" X 7" VANE S_v = 0.54 KSF / 0.01 KSF REMARKS: SOIL CLASSIFIED BY: CONTINUED... SAMPLES: D = SPLIT SPOON **DRILLER - VISUALLY** STRATIFICATION LINES REPRESENT THE C = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO .: B-312

LEE VANON.	
SWC REP.:	E. WALKER
WATER LEVEL INFOR	MATION
SOILS MOIST BELO	W 5' +/-

SOILS SATURATED BELOW 8' +/-



BORING LOG

PETER MICHAUD

DRILLER:

30"

BORING NO .:	B-312
SHEET:	2 OF 2
PROJECT NO .:	13-0876.2
DATE START:	7/31/2014
DATE FINISH:	7/31/2014
ELEVATION:	

E. WALKER

SWC REP.:

WATER LEVEL INFORMATION SOILS MOIST BELOW 5' +/-

SOILS SATURATED BELOW 8' +/-

SAMPLER: CORE BARREL:

PROJECT:

LOCATION:

DRILLING FIRM:

CLIENT :

CASING:

HW SS

TYPE

SMRT, INC.

1 3/8"

PROPOSED CORRECTIONAL FACILITY

GREAT WORKS TEST BORING, INC.

4"

RIVER ROAD AND MALLISON FALLS ROAD, WINDHAM, MAINE

SIZE I.D. HAMMER WT. HAMMER FALL

HYD PUSH

140 LBS.

CAS NG BLOWS PER	NO	SAN	APLE	DEPTH	SAM	PLER BI	-OWS F	PER 6"	DEPTH	STRATA & TEST DATA
FOOT	NO.	PEN.	REC.	@ BOT	0-6	6-12	12-18	18-24		
	3V 3\/'			40.8'	3	5/8" X	7" VAN 7" \/ΔN		-	S _v = 0.71 KSF / 0.01 KSF S = 0.65 KSF / 0.01 KSF
	01			41.0	0	0,0 1				
										GRAY WITH BLACK STREAKING SILTY CLAY
										~ MEDIUM ~
									-	SHELL FRAGMENTS IN WASH 45' - 50'
	4V			50.8'	3	5/8" X	7" VAN	E		S. = 0.68 KSF / 0.02 KSF
	4V'			51.6'	3	5/8" X	7" VAN	IE		s _v = 0.65 KSF / 0.02 KSF
									-	
									-	
									-	
									-	
									60.5'	
									61.0'	PROBABLE WEATHERED BEDROCK - ADVANCE BY ROLLER CONE
										REFUSAL @ 61.0'
										PROBABLE BEDROCK
									-	
									-	
									-	
									-	
									-	
SAMPL	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	KS:
D = SPL		OON			DRI	LLER -	VISUAI	LLY		STRATIFICATION LINES REPRESENT THE
C = 3" S U = 3.5"	SHELBY	' TUBE 3Y TUB	BE	X	SOI LAB		I VISI DRY TE	JALLY ST		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-312



• Geotechnical Engineering • Field & Lab Testing • Scientific & Environmental Consulting

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)
- qu 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:		Description of Stratified Soils		
Trace: Some: "Y" And	0 to 5% 5 to 12% 12 to 35% 35+%	Parting: Seam: Layer: Varved: Occasional: Frequent:	0 to 1/16" thickness 1/16" to ½" thickness ½" to 12" thickness Alternating seams or layers one or less per foot of thickness more than one per foot of thickness	

REFUSAL: <u>Test Boring Explorations</u> - 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: <u>Test Pit Explorations</u> - 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.



Conso	idation	Test
001130	Idation	I COL

13-0876.2

8/12/2014

17608B

ASTM D-4767

Project Number

Lab ID

Date

Project Name	Maine Correctional Facility - Famouth, ME
Client	SMRT, Inc.
Boring	B-310

Boring Sample Depth

2C
35-37'

P _c =	5.2 KSF
C _C =	0.70
C _R =	0.05
w =	41.6%
W _L =	44
W _P =	20



Pressure (ksf)

Comments:





Cobcolido		0.01
L'UNSCHUGA		
oonsonaa	UVII	1000

13-0876.2

8/12/2014

17608B

ASTM D-4767

Project Number

Lab ID

Date

Project Name	Maine Correctional Facility - Famouth, ME
Client	SMRT, Inc.
Boring	B-310

Boring Sample Depth

2C 35-37'

P _C =	4.5 KSF
C _C =	1.15
C _R =	0.06
w =	51.8%
W _L =	57
W _P =	23



Pressure (ksf)

Comments:

Reviewed By



Conso	idation	Test
001130	Mation	I Col

13-0876.2

17607B 8/12/2014

ASTM D-4767

Project Number

Lab ID

Date

Project Name	Maine Correctional Facility - Famouth, ME
Client	SMRT, Inc.
Boring	B-310

Boring Sample Depth

1C 25-27'

P _C =	3.5 KSF
C _C =	0.59
C _R =	0.07
w =	39.4%
W _L =	46
W _P =	20

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Pressure (ksf)

Comments:

Reviewed By

TAB 5





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.

- 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 USDIUS, FWS PUBLICATION CLASSIFIED THE USDIUS, FWS PUBLICATION CLASSIFIED THE UNITED STATES (COMARDIN, ET AL., 1979), AND ARE NITENDED TO GENERALLY DESCRIBE THE TYPE OF WETLANDS. THE COWARDIN BOUNDAIRES ARE APPROXIMATE AND ARE BASED ON DESCRIBE THE TYPE OF WETLANDS. THE COWARDIN BOUNDAIRES ARE APPROXIMATE AND ARE BASED ON DESCRIBE THE TYPE OF WETLANDS. THE COWARDIN BOUNDAIRES ARE APPROXIMATE AND ARE BASED ON DESCRIBE THE TYPE OF WETLANDS. THE COWARDIN BOUNDAIRES ARE APPROXIMATE AND ARE BASED ON DESCRIBE THE TYPE OF WETLANDS. THE COWARDIN BOUNDAIRES ARE APPROXIMATE AND ARE BASED ON DESCRIBE THE TYPE OF WETLANDS. THE COWARDIN BOUNDAIRES ARE APPROXIMATE AND ARE BASED ON DESCRIBE THE TYPE OF WETLANDS. THE COWARDIN BOUNDAIRES ARE APPROXIMATE AND ARE BASED ON DESCRIBE THE TYPE OF WETLANDS. THE COWARDIN BOUNDAIRES ARE APPROXIMATE AND ARE BASED ON DESCRIBE THE TYPE OF WETLANDS. THE COWARDIN BOUNDAIRES ARE APPROXIMATE AND ARE BASED ON DESCRIBE THE TYPE OF WETLANDS. THE COWARDIN BOUNDAIRED ARE APPROXIMATE AND ARE BASED ON DESCRIBE THE TYPE OF WETLANDS. THE COMARD DISON DOUNDES AND THE NRPA WETLAND PROTECTION RULES AND OF SPECIAL SIGNIFICANCE: THESE CLASSIFICATIONS ARE PRELIMINARY PENDING FURTINER INFORMATION FROM RESOURCE AGENCIES REGARDING MAPPED HABITATS AND STREAMDITOT VERIFICATION.
- PRELIMINARY PROTECTED NATURAL RESOURCES PLAN WAS PREPARED FROM AERIAL MAGERY FROM ESRI ARCOIS ONLINE AND DATA PARTNERS, INCLUDING ESRI, I-CUBED, USDA, USGA, SAX, GEOVE, GETMAPPING, AEROGRID, IGN, IGP, AND THE GIS USER COMMUNITY. 3.
- 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.





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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
n.,	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 DENTFICATION SERVICES ON TOWN OF WINDHAM TAX MAP 3 LOT 5, LOCATED SOUTH OF MALLISON FALLS ROAD AND WEST OF RIVER ROAD IN WINDHAM, MANE, AS SHOWN ON THIS PRELIMINARY PROTECTED NATURAL RESOURCES RECONNAISSANCE PLAN.
- PLAN. 2. THIS WETLAND DENTIFICATION WAS CONDUCTED IN GENERAL ACCORDANCE WITH THE 1997 CORPS OF ENGINEERS (CORPS) WETLAND DELINEATION MANUAL AND 2012 REGIONAL SUPPLEMENT (VERSION 2.0, THE WETLANDS WERE (CASSIFED 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, 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 WINE DEPARTMENT OF ENVIRONMENTAL PROTECTION MOEP) CLASSIFICATION SYSTEM OUTLINED IN THE NRPA WETLAND ROTECTION NOT OF SPECIAL SIGNIFICANCE: "PROUND FULANDS OF SECIAL SIGNIFICANCE: "PROUND FULANDS OF SECIAL SIGNIFICANCE: "PROUND FULANDS OF SECIAL SIGNIFICANCE: "PROUND FULANDS OF NOT OF SPECIAL SIGNIFICANCE: AND "WETLANDS NOT OF SPECIAL SIGNIFICANCE: MAD "WETLANDS NOT OF SPECIAL SIGNIFICANCE: MENDING FULANDS NOT OF SPECIAL SIGNIFICANCE: MEND AND THENDRAW HABITAS AND STREAM VERHICATION.
- 3. PRELIMINARY PROTECTED NATURAL RESOURCES PLAN WAS PREPARED FROM AERIAL MAGERY FROM ESRI ARCGIS ONLINE AND DATA PARTNERS, INCLUDING ESRI, I-CUBEO, USDA, USGS, AEX, GEOVER, 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 PROTECTE ON NATURAL RESOURCES RECONNAISSANCE PLAN.
- 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 DEVINUE THE UNE WITH AND ROUNDARES DELINEATE THE WETLAND BOUNDARIES.
- 6. THIS PLAN IS INTENDED TO BE USED FOR PLANNING, IT IS NOT A SURVEY.





CHANDLER E WOODCOCK

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



STATE OF MAINE DEPARTMENT OF INLAND FISHERIES & WILDLIFE 284 STATE STREET 41 STATE HOUSE STATION AUGUSTA ME 04333-0041

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,

HA

John Perry Environmental Review Coordinator



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.

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 atructure 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

State Status	State <mark>Ran</mark> k	Global Rank	Date Last Observed	Occurrence Number	Habitat
Т	S1	G5?Q	1905-06-11	5	Rocky summits and outcrops (non-forested, upland)
SC	S 2	G5	1910-06-06	10	Rocky summits and outcrops (non-forested, upland)
SC	S 3	G5	1902-09-02	13	Dry barrens (partly forested, upland)
SC	S 3	G5	2011-08-28	18	Old field/roadside (non-forested, wetland or upland)
E	S 1	G5	2000-06-06	5	Dry barrens (partly forested, upland)
PE	SH	G4G5Q	1916-08-31	2	Open wetland, not coastal nor rivershore (non-forested, wetland)
PE	SX	G5	1905-09	3	Non-tidal rivershore (non-forested, seasonally wet)
Е	S2	G5	2007-10-05	11	Hardwood to mixed forest (forest, upland)
SC	S 2	G5	1872-08	15	Hardwood to mixed forest (forest, upland)
	S 3	G2	2005-12-08	28	Rocky summits and outcrops (non-forested, upland)
PE	SH	G5T4	1903-08-18	1	Open wetland, not coastal nor rivershore (non-forested, wetland)
Т	S 1	G5	1995-10-01	3	Open water (non-forested, wetland)
SC	S 2	G4	1901-08-04	7	Open water (non-forested, wetland)
SC	S2	G5	1913-09-13	9	Tidal wetland (non-forested, wetland)
	State Status T SC SC SC PE PE E SC SC SC SC	State StatusState RankTS1SCS2SCS3SCS3PESHPES2SCS2SCS1PES1SCS2SCS1SCS2SCS2SCS2SCS2SCS2SCS2SCS2	State StatusState RankGlobal RankTS1G5?QSCS2G5SCS3G5SCS3G5SCS1G5PESHG4G5QPES2G5SCS2G5SCS2G5PESHG5T4SCS2G4SCS2G4SCS2G5SCS2G5	State StatussState RankGlobal RankDate Last ObservedTS1G5?Q1905-06-11SCS2G51910-06-06SCS3G51902-09-02SCS3G52011-08-28FES1G52000-06-06PESHG4G5Q1916-08-31PESXG51905-09ES2G51905-09FES2G51872-08PES4G5T41903-08-18PES1G51995-10-01SCS2G41901-08-04SCS2G51913-09-13	State Status State Rank Global Rank Date Last Observed Occurrence Number T S1 G5?Q 1905-06-11 5 SC S2 G5 1910-06-06 10 SC S2 G5 1902-09-02 13 SC S3 G5 2011-08-28 18 E S1 G5 2000-06-06 5 PE SH G4G5Q 1916-08-31 2 PE SX G5 1905-09 3 E S2 G5 1905-09 3 FE SX G5 1905-09 3 FE S2 G5 1872-08 15 SC S2 G5 1872-08 28 PE SH G5T4 1903-08-18 1 T S1 G5 1995-10-01 3 SC S2 G4 1901-08-04 7 SC S2 G5 1913-0913 9

Project: SW Cole Engineering, institutional facility expansion, Windham, Maine

Page 1 of 2

Project: SW Cole Engineering, institutional facility expansion, Windham, Maine

Scientific Name	State Status	State Rank	Global Rank	Date Last Observed	Occurrence Number	Habitat
Maine Natural Areas Program						Visit our website: www.maine.gov/doc/nrimc/mnap

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:

- <u>Size</u>: Size of community or population relative to other known examples in Maine. Community or population's viability, capability to maintain itself.
- <u>Condition</u>: 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



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



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



Natural Resources of Concern

Endangered Species Act Species List (<u>USFWS Endangered Species Program</u>).

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 (<u>USFWS National Wildlife Refuges Program</u>).

There are no refuges found within the vicinity of your project.

FWS Migratory Birds (<u>USFWS Migratory Bird Program</u>).

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 <u>Bald and Golden Eagle Protection Act</u> (16 U.S.C. 668). The Service's <u>Birds of Conservation Concern (2008)</u> 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.



Natural Resources of Concern

NWI Wetlands (<u>USFWS National Wetlands Inventory</u>).

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	PFOIC	12 670712
Riverine	R2UBH	366 75502
Freshwater Forested/Shrub Wetland	PF01/SS1E	5 092409
Freshwater Pond	PUBHx	0 563586

TAB 6



Maine Correctional Center 17 Mallison Falls Road Windham, Maine Traffic Impact Study

Prepared for:



25 Tyson Drive, 3rd Floor State House Station 111 Augusta, ME 04333-0111

Prepared by:



482 Congress Street, Suite 401 Portland, ME 04101

January 9, 2014



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

Technical Memorandum

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.


Table of Contents

Table of Contents	. 2
Section 1. Site and Traffic Information	. 3
1.A. Site Description and Site Plan	. 3
1.B. Existing and Proposed Site Uses	. 4
1.C. Site and Vicinity Boundaries	. 4
1.D. Proposed Uses in the Vicinity of the Proposed Development	. 5
1.E. Trip Generation	. 6
1.F. Trip Distribution	. 6
1.G. Trip Composition and Assignment	. 7
1.H. Background Traffic	. 7
1.I. Post-Development Traffic	. 8
1.J. Attachments	. 9
Section 2. Crash Data	28
2.A. Crash Summary Data	28
2.B. Safety Analysis	29
2.C. Attachments	29
Section 3. Driveway and Intersection Locations	32
3.A. Sight Distance	32
3.C. Attachments	32
Section 4. Title, Right or Interest	39
4.A. Evidence of Title, Right, or Interest	39
4.B. Attachments	39
Section 5. Public or Private Rights –of-Way	43
5.A. Public or Private Rights-of-Way	44
Section 6. Schedule	45
6.A. Schedule	45
Section 7. Capacity Analysis	46
7.A. Capacity Analysis	46
7.B. Attachments	52
Section 8. Conclusions	56
8.A. Conclusions	56



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.

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:

Land Usa	AMI	Peak	PM Peak		
	Entering	Exiting	Entering	Exiting	
LUC 571 – Prison	54%	46%	10%	90%	
New Trips due to Expansion	48	40	5	39	

Table 2 - Trip Distribution Summary



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 12^{th} , 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



Attachment 1B

Trip Generation Calculations



Trip Generation Calculations

ITE Trip Generation- Current Facility										
		Rate Equation								
	Existing	(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										
		Rate Equation						-		
	Proposed	(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										
		Rate Equation		Rate Equation		Rate Equation				
	Proposed	(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										
		Rate Equation								
	Proposed	(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)

	2013 data	1. Contractor 1.	A CONTRACTOR	Pe	ercentage		7 102 10 10	H-1		Vo	lumes	The second second second second second second second second second second second second second second second se	
Town	Labor Force	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	1
Buxton	5125						100%		11			P	5125
Cape Elizabeth	4891	100%						4891					
Falmouth	5736	100%			5-11			5736					1
Freeport	4724	100%						4724					117
Gorham	9654					1	100%					1.1.	9654
Gray	4863		50%		50%		the second second second second		2431.5		2431.5		I Farmer
New Gloucester	3441		50%		50%				1720.5		1720.5		
Poland	3162		50%		50%	1	i	i	1581		1581		1
Portland	40210	100%					-	40210					
Raymond	2739		50%		50%)	1369.5		1369.5		
Scarborough	10912	1		100%	1			A second second second	-	10912			
South Portland	15062	100%			2			15062	hi				0.
Standish	6061					100%						6061	
Westbrook	10121			100%		1				10121			
Windham	10143	1	50%		50%		· · · · ·		5071.5		5071.5	Sec	(D)
Yarmouth	4825	100%						4825	· · · · · · · · · · · · · · · · · · ·				
Totals	144124							75448	12174	21033	12174	8516	14779

Distribution Percentages:

River Bd 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





Permitted Development - Anticipated Volumes



Attachment 1E





Attachment 1F





Attachment 1G

2033 Post-Development Volumes



2033 Post-Development Volumes

Ν AM Peak Hour 7:00-8:00 AM 226 186 838 769 **9%** 837 **33** 5% 2% wellst 348 457 134 11 High St. 134 10% 54 2% **572** 15 **7** 0% **52** 0% 106 56 **75** 0% 7% **182 9** 12% 8% 17% 0% 0% 30 0% Mosher Rd 9 171 15 47 155 1 3% 16% 18 0% 0% 45 0% 1074 0% 171 3 539 0% Gray Rd 250 0% 0% 1074 0% 84 85 41 35 0% 0% 23 288 288 1% 245 20 0% 247 Mallison St 0% 829 38 0 / 130 19 0% 8% 0% 0 25 LEGEND 24 0% 0% PM Peak Hour Traffic Volume Mosher Rd 1 X% Truck Percentage 0% 149 850

2033 Post-Development Volumes



Maine Correctional Facility



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:

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

 Table 3 – High Crash Locations near the MCC Site
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

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

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					
104017					
REPORT PARAMETERS	wigh Voor 2012 End Month: 1	2			

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	Z Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

\sim						(Cr	ash Su	Imn	nary	/							
õ								Sect	ions									
	Start	End	Element	Offset	Route - MP	Section	U/F	R Total		Inju	ry Cr	ashes		Percent	Annual	Crash Rate	Critical	CRF
	Node	Node		Begin - End		Length		Crashes	К	А	В	С	PD	Injury	HMVM		Rate	
	11017 Int of HIGH	13663 ST, MALL	184817 ISON FALLS	0 - 0.25 RD	0500721 - 0.30 RD INV 05 00721	0.25	2	8	0	0	1	1	6	25.0	0.00194	1374.59 Statewide Crash F	870.08 Rate: 336.54	1.58
	Study Ye	ears: 3	.00		Section Totals:	0.25		8	0	0	1	1	6	25.0	0.00194	1374.59	870.08	1.58

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary

						Sect	ion De	tails						
Start	End	Element	Offset	Route - MP	Total		Inju	ry Cra	shes		Crash Report	Crash Date	Crash	Injury
Node	Node		Begin - End		Crashes	K	А	В	С	PD			Mile Point	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	В
											2012-49087	12/25/2012	0.46	PD
											2011-9342	03/17/2011	0.49	С
											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

									1 11 10	
Reporting Agency ME0031500	Report Num 11WIN-70	ber 80-AC	Cra 3/	ash Date 8/2011	Cra: 01 :	sh Time 50	At Sc 3/8	ene Date	At Scer 02:45	ne Time
City or Town Windham	Str 10	eet or Highwa	ay I Falls R e)	Ne 7	arest Inters	ecting Str	eet	[Off Roa
Direction FROM Nearest	Intersection to Crash Sit	e D	istance Fro	m Nearest Int	ter. La	titude		Longit	tude	
At Intersection	orthSouth [✔]East	Measureme	400 vent Node	Feet Mi	les Scene	Posted Spe	ed Limit			Postad 2
11017	13663			MOes T	e151s	Miles B	Fr Hour	N/A		t Posted 2 t Posted 4
(F1) Type of Crash 7 - Went Off Road				(F2) Type o	of Locatio	on				
(F3) Weather Condition				(F4) Light C	Condition	l				
1 - Clear				4 - Dark -	Lighte	d Condition				
2 - On Grade				5 - Ice/Fr	ost	Sonation				
(F7) Traffic Control Devic 13 - None	ce			Traffic Con	trol Devi	ce Operatio	nal (pre-c	rash)? No		nk
(F8) Location of First Ha	rmful Event			Total Dama	age over	Threshold?				
1 - On Roadway	stances Environment 1			(EQ) Contrik	outing Ci	reumstance		Yes	No	
1 - None	stances - Environment i			(F9) Continu		lounistance	S - EIIVIIO	nineni z		
(F10) Contributing Circur	nstances - Road 1		-)	(F10) Contr	ributing (Circumstand	es -Road	2		
In or Near a Construction	n, Maintenance, or Utility	w, siusn, etc Wor <u>k Z</u> one?		Work Zone	Workers	Present?				
(E11) Location of the Ora	Yes Yes	✓ No	Unk	(E10) Turce	of Mart	7000	Yes	No	UI	nk
(F11) Location of the Cra	ash related to work Zone			(F12) Type	OF VVOFK	Zone				
Law Enforcement Preser	nt at Work Zone?	t Vahiela Onl		School Bus	Related	l?	Vec Indi	irectly Involv		No
NARRATIVE					AGRAM		_	-		
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STATE OF MAINE CRASH REPORT

Maine Department of Public Safety

2011-9335

Last Modified: 3/9/2011 23:10

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1 - 0 (U10)	Sequen	ce of Event	s 3				(U	10) Se	quenc	e of Eve	ents 4							
											<u></u>	1.:					Deet	i eti e u
VL	Last	Sicycle	Pedestria	an License ľ	Numbe	er 🖌 Active			se [_] I Susper	nded	State ME	C	nse Cla	ISS E	naorse	ments	Resti	ICtion
drive *	ER Last	Name		First Name		I	MI DI	RIVER ME*	Addre	SS			City	/		Sta	te Z	Zip
Citatio	on Numb	er Pendi	ng				Vi	olation	1				Viola	tion 2				
OWNE	FR Last	Name (skin	if same as	Driver) First Nar	ne	MI	0	WNFR	Addre	SS			City			Stat	e 7	ip
*		tanio (onip			no		*	ME*	/ talai o	00			Oity			otat	0 2	12
(D1) [2 - Fl	Driver Dis lectroni	stracted By	nication D	evices (Cell Pl	ione	Pager, etc.'	(D	2) Con - Ann a	dition : arentl	at Time v Norr	of Cra nal	sh						
(D 78) Ş	Swerve	tions Avoid	ed Due to	Wind, Slipper	y Su	face, Motor	(D	3) Driv	er Acti	ions at	Time of	f Crash	2					
Vehic Alcoby	cle, Obj	ect, Non-M	4otorist in	Roadway	fuod		d						Alcohol	IRAC	Pocult			
B	Breath	Urine		her Chemical Te	St (Not	Field Sobriety or F	BT)	Alcoho	ol Test	t Result	Pendi	ng	AICONO	DAC	Result			
Drug ⁻	Test	√ T	est Not Give	en Test Re	fused	Bloc	d Di	rug Tes	st Resu	ult	Pos	sitive	N	egativ	e	Pend	ding	
(D4) N	Non Moto	prist Locatio	n at Time o	f Crash			(D	5) Non	Motor	rist Actio	on Prio	r to Cra	ash					
(D6) N	Von Moto	prist Action	at Time of C	Crash 1			(D	6) Non	Motor	rist Actio	on at T	ime of	Crash 2	2				
() -							(-											
(D7) F	Pedestria	n Maneuve	rs				(D	8) Bicy	clist M	laneuve	ers							
	PERSON	TYPE 1-Driv	/er, 2-Passen	iger, 3-Pedestrian,	6-Driv	er/Owner, 7-Bic	/cle, 8	-Passen	ger/Ow	ner, 24-l	_ast Kno	own Ope	erator 25	5-Last I	Known (Operato	r/Owne	r
SEAT 1-Fron	ROW It Row	3EAT POSITIO 1-Left (driver)	N SEAT POS 1-Sleeper	SITION OTHER Section of Cab (truck)	A RBAG 1-Not A	pplicable 1	ESTRA Not Ap	NT SYS	TEM		INJUI 1-Am	RY TYPE putation	N 1-	JURY A Face	REA	NJURY 1-Fatal	DEGRE	÷E
2-Sect 3-Third	d Row	3-Right	3- Unenclo	used Cargo Area	3-Deplo 4-Deplo	yed - Front 3	-Should	er and La	ap Belt U	sed	3-Bro 4-Bur	ken Bone	es 3-	Neck		3-NonIn 4-Possil	capacita	ting
5-Othe	er Row	5-Unknown	5-Riding or	n Motor Vehicle Ext	5-Deplo (knee, a	yed - Other 5	-Lap Be Restrai	It Only Us	sed Other		5-Cor 6-Sho	ncussion	5- 6-	Arm(s) Leg(s)		5-No Inj	ury	
EJECT			6- Unknow	/n	6-Deplo Combin	yed - 7	-Child R	Restraint -	Forward	d Facing	7-Diz 8-Abr	ziness asion/Bri	7-1 1ises 8-1	Chest S Internal	tomach	NJURY	INFO S	OURC
1-Not E	Ejected	, HELMEI , 1-DOT-C	USE Compliant Motor	cycle Helmet	7-Deplo	yment - Curtain g	-Child R	lestraint -	Used In	correctly	9-Cor	nplaint of	Pain 9-	Entire B	ody	2-Indivic	lual Stat	ement
3-Eject	ted Totally	2-Other I 3-No He	Helmet			1	1-Child	Restrain	t - Other							Observa	ation	noulou
	Include Dr	iver Passenge	rs Bicyclist an	d Pedestrians			Seat		Seat						AMB	CODES -	see cod	le shee
Type	Last Name	e, First Name,	Mi		(M,F,U	DOB	Pos Row	Pos	Pos Other	Deployed	Ejected	System	Use	Degree	Type	Area	Source	Code
8	*				F	03/23/89	1	3		2	1	3		3	9	2	3	300
-	*				F	02/04/89	1	1		2	1	2		3	2	2	3	300
1					l -	, , , , ,						_		-			-	
1																		
1																		
1																		

Page 5 of 21 on 12/20/2013, 8:47 AM

2011-9342	ST	ATE OF	MAINE	CRASH	REPOR	Т	FIR	ST PAGE
Reporting Agency ME0031500	Report N 11WIN-	umber 8145-AC	Cra 3/ :	sh Date 17/2011	Crash Time 07:08	At Scene Da 3/17/2011	te At Sce 07:31	ene Time
City or Town Windham		Street or Highv 1 MALLISON	vay FALLS RD		Nearest Inte HIGH ST	rsecting Street		Off Road
Direction FROM Nearest In	tersection to Crash	Site	Distance From	n Nearest Inter	Latitude	L	ongitude	
Node 1	lode 2	Measuren	nent Node	Distance to So	ene Posted Sp	eed Limit Un	known	ot Posted 25
(F1) Type of Crash	.3663	11017		(F2) Type of L	9hs Miles I ocation	35 r Hour N/A	A []No	ot Posted 45
7 - Went Off Road				2 - Curved F	Road			
1 - Clear				1 - Daylight	lation			
(F5) Road Grade 3 - Top of Hill				(F6) Road Su 5 - Ice/Fros	rface Condition t			
(F7) Traffic Control Device				Traffic Contro	I Device Operat	ional (pre-crash)?	No 🗔	Ink
(F8) Location of First Harm	ful Event			Total Damage	e over Threshold	1?		
4 - Roadside	ances - Environmen	t 1		(F9) Contribut	ing Circumstan	Yes - Environment 2	<mark>∕</mark> No	
2 - Weather Conditions				1 - None			_	
(F10) Contributing Circums 2 - Road Surface Condi	tances - Road 1 tion (Wet, Icy, S r	10w, Slush, e	tc.)	(F10) Contribution	uting Circumstar	nces -Road 2		
In or Near a Construction, I	Vaintenance, or Util	ity Work Zone?		Work Zone W	orkers Present?		No 🗔	Ink
(F11) Location of the Crash	related to Work Zo	ne		(F12) Type of	Work Zone			
Law Enforcement Present	at Work Zone?			School Bus R	elated?			
Officer Present	Law Enforcem	nent Vehicle Or	nly 🖌 No	Yes, Dire	ctly Involved	Yes, Indirectly Ir	nvolved 🗸]No
				State of Main Correctional Windham, MB	e Ctr. E. Malli	son Falls Road	Guardrail High Street	
Witness Last Name	Firs	st	MI	Address		City	State	Zip
Witness Last Name	Firs	st	MI	Address		City	State	Zip
Non Vehicle Property Dam	age Description				Stat	e City or Tow	n Utilities	Private
Property Owner Name				Address		City	State	Zip
Non Vehicle Property Dam	age Description				Stat	e City or Tow	n Utilities	Private
Property Owner Name				Address		City	State	Zip
Reporting Officer BARRY P KELLY		Badge# W16	Report Da 3/17/20	te Ap 11 00	oproved By D28		Approvec 4/27/2	Date 011

Maine Department of Public Safety

Page 1

STATE OF MAINE CRASH REPORT

Unit I	D		-lit	Run?		VIN				4.00-			Lice	nse P	late		State	(U1)	Unit T	уре							
L	L .			NA	С	KM	IHCN	I46C	17U: uranc	1097 e Con	9 npany	Name	• *				ME	1 - F	lnsura	nger C ance Po	car olicy N	lumbei	r				
		suran	ce					*						r	. / - 1-	\/			*		- 1						
(02) \ 27 -	Ver HY	UND	/lak AI	е											ven 200	icle Y 7	ear	(L 8	- Gre	nicle C y, Silv	olor ' er						
(U4)V	/eh	icle C	onf	igura	tion										G۷۱	NR o	r GCV	/R		110.00	1 26	000 lb	C		an 2	000 29	lhe
Vehic	cle l	las 9	or	More	Sea	ts ?			HAZ	MAT	Placa	rded ?)		Veh	icle T	ravel	Directi	on	No	rthbou	ind	3. •	/Sout	hbou	nd	100
	0	ai al F			Yahi	'es	V I	lo				Yes	V N	c]East	bound]West	bound		Not o	n Roa	dway		Unkr	nowr
(05) 3 1 - N	spe lo S	speci	al I	rtion Func	tion	cie						Exen	npt Vel	nicle	Eme	ergen	cy ve	nicie F	espor	iaing to) Scer	ie ?		Yes	\checkmark	No	
Exter	nt o	f Dam	ag	e [N	o Da	mage	e Obs	erve	k		linor D	amage	9		F	unctio	nal Da	amage	;		Towed	Due t	o Disal	oling	Dama	ige
(U6) I	Mos	st Dar	nag	ged A	rea										(U7)) Mos	t Harn	nful Ev	rent								
12 - (U8) F	Fro Pre	ont Cras	h A	ction	s										27 (U9)	- Gua	ardra tributir	il Fac	e cumsta	ances -	Vehic	le					
1 - F	olle	owin	g r	oadv	vay										1 -	None	9	.9 0									
(U10) 9 - N) Se Ver	equen It Off	ce R	of Ev Dadv	ents vav	1 Left									(U1)	0) Se	quenc	e of E	vents	2							
(U10)) Se	equen	се	of Ev	ents	3									(U1)	0) Se	quenc	e of E	vents	4							
	Driv	/er	Bic	vcle		Pe	destr	ian] Lic	ense	Numb	er v	Activ	/e	No I	Licen	se	Permit	State	Lic	ense	Class	Endo	orseme	nts	Restri	ctior
		Last	Kno	own (Oper	ator			*					N 41			Susper	nded	ME	C		2:4.	0			7	
*	ER	Last	inai	ne				I	-irst i	vame				IVII	* M	VER IE*	Addre	SS			(JITY			State	; Z	р
Citati	ion	Numb	er	Pe	ndin	g									Viol	ation	1				V	iolatior	n 2				
OWN	IER	Last	Na	me (s	skip i	f sar	ne as	Drive	ər) Fi	rst Na	me	ſ	MI		OW	NER	Addre	SS			С	ity		ç	State	Zi	C
* (D1) [Driv	er Di	stra	cted	By										* M	E*	dition	at Tim	e of C	rash							
5 - E	xte	ernal	Dis	strac	tion	(o i	ıtsid	e the	e vel	icle)					1 -	Appa	arent	y Nor	mal	10011							
(D3) [2 - R	Dri∖ ≀an	er Ac	tior Roa	ns at ndw a	Time av	of (Crash	1							(D3)) Driv	er Act	ons at	Time	of Cra	sh 2						
Alcoh	nol T	Fest	 Г	<u> </u>	Te	st No	ot Giv	ven	T	est Re	efused	d	Blo	bod	A	Alcoho	ol Test	Resu	lt Pen	ding	Alco	hol BA	C Re	sult			
Drug	Те	atn St		 	Te	st No	ot Giv	ven	T	est Re	efused	t Field S	Bl	ood	Dru	g Tes	t Resi	ult		locitivo		Nogo	tivo		ondi	0.0	
	Nor	Mot			ine ation	ot T		ther	ch							Non	Moto	tict A c		ior to (`rach	Inega	uve		enui	iy	
(D4) 1			115	LUC	alion	ati	inte		511						(D3)	INOI1	WOLU	ISt AC			10511						
(D6) l	Nor	n Mote	oris	t Acti	on a	Tim	ne of	Crash	1						(D6)) Non	Motor	ist Act	tion at	Time o	of Cras	sh 2					
(D7)	Pec	lestria	n N	/lane	uver	5									(D8)) Bicy	clist N	laneuv	/ers								
	PE	RSON	I TY	PE 1	Drive	r. 2-1	Passe	naer. (3-Ped	estrian	. 6-Driv	/er/Ow	ner. 7-B	icvcle.	8-P	assen	aer/Ow	ner. 24	-Last k	(nown C	Dperato	or 25-La	st Kno	wn Ope	rator/	Owner	
SEAT	RO	W	SEA	T POS		SE		SITION		ER	A RBA	G DEPL	.OYED le	REST	RA N Appli	T SYS	ТЕМ		IN. 1-/	JURY TY	PE	NJUR 1-Face	Y AREA	NJ 1-F	URY D atal	EGREI	Ξ
2-Sec 3-Thir	cond rd Ro	Row	2-Mi 3-Ri	ddle ght	.,	2-0 3-	Other E Unenc	inclose losed C	d Carg argo A	o Area rea	2-Not [3-Depl	Deployed oyed - F	d Front	2-Non 3-Sho	e Use ulder	ed - Mo and La	tor Vehi p Belt U	cle Occu sed	ipant 2-E 3-E	Bleeding Broken Bo	ones	2-Head 3-Neck	t C	2-lr 3-N	icapac onInca	itating apacitat	ng
4-Fou 5-Othe	urth F ner R	Row ow	4-Ot 5-Ur	her Iknowr	1	4- 5-l	Frailing Riding	Unit on Moto	or Vehi	cle Ext	4-Depl 5-Depl	oyed - S oyed - C	ide)ther	4-Sho 5-Lap	ulder Belt (Belt Or Only Us	nly Usec sed		4-E 5-0	Burns Concussio	on	4-Back 5-Arm(s)	4-P 5-N	ossible o Injur	e Injury y	
6-Unk		n				(no 6-	on-traili Unkno	ng unit) wn			6-Depl	oyed -)	6-Res 7-Chile	traint d Res	Used - straint -	Other Forward	I Facing	0-3 7-[8-/	Dizziness	Bruisos	7-Ches	s) st Stoma	ach NJ	URY I	NFO SC	URC
1-Not 2-Fier	t Ejec	ted Partiall		HEL	MET U DT-Co	JSE mplia	nt Moto	orcycle	Helme		7-Depl	oyment	- Curtain	9-Chile	d Res d Res	straint - straint -	Used In	correctly	/ 9-0 10	Complain Other	t of Pain	9-Entir	e Body er	2-lr 3-M	idividu Iedical	al State Param	ment edica
3-Ejec	cted	Totally	,	2-01 3-No	her He Helm	et								11-Ch	ild R	estraint	t - Other							Obs	servati	on	
Person	וחכ ו	lude D	iver	Pass	engers	, Bicy	clist, a	nd Pede	estrian	6	Sex			Se	at	Seat	Seat	Air Bao		, Restra	int Heln	net Inju	ry Inj	ury Inju	<u>ES-s</u> urv In	ee code nj Info	Amb
Туре	La	st Nam	e, F	irst Na	me, N	li					(M,F,U	(r	DOB	Ro	w	Pos	Pos Other	Deploye	ed =ject	Syste	m Us	e Degi	ree Ty	/pe Ar	ea S	ource	Code
6	*										F	07/	19/5	5 1		1		3	1	3		4		9 7	7	2	760
	+											-			+					-		_	_				
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Page 7 of 21 on 12/20/2013, 8:47 AM

2011-15160							
Reporting Agency ME0031500	Report Nu 11WIN-3	umber 88523-AC		Crash Date 11/5/2011	Crash Time 14:53	At Scene Date 11/5/2011	At Scene Time 14:59
City or Town Windham		Street or Hig MALLISON	hway FALLS RD	1	Nearest Inters TL - Gorham	ecting Street , Windham	Off Roa
Direction FROM Nearest	Intersection to Crash	Site Ist West	Distance	From Nearest Inter	Latitude 43.728380	Lor -70	ngitude 0.419830
Node 1	Node 2	Measure	ement Node	Distance to Sc	ene Posted Spee	ed Limit Unkr	nown Not Posted 2
11017 (F1) Type of Crash	13663	13663		(F2) Type of L	9ns Miles 35 ocation	r Hour N/A	Not Posted 4
7 - Went Off Road				2 - Curved F	Road		
F3) Weather Condition 1 - Clear				(F4) Light Cor 1 - Daylight	idition		
(F5) Road Grade				(F6) Road Su	face Condition		
2 - On Grade (F7) Traffic Control Devid	ce			Traffic Contro	Device Operation	nal (pre-crash)?	
13 - None						Yes N	lo Unk
(F8) Location of First Hai 2 - Shoulder	mful Event			Total Damage	over Threshold?	✓Yes	No
(F9) Contributing Circum 1 - None	stances - Environment	1		(F9) Contribut	ing Circumstance	s - Environment 2	
(F10) Contributing Circur	nstances - Road 1			(F10) Contribu	uting Circumstanc	es -Road 2	
I - NOTE In or Near a Construction	n, Maintenance, <u>or</u> Utili	ty Wo <u>rk Z</u> on	e?	Work Zone W	orkers Present?		
(F11) Location of the Cra	Yes	ne <mark>∕</mark> No	U	nk (F12) Type of	Work Zone	Yes N	lo Unk
aw Enforcement Press	at at Work Zono?			School Pup P	elated?		
Law Enlorcement Preser		ent Vehicle (Only	No Yes, Dire	ctly Involved]Yes, Indirectly Inv	olved 🗸 No
Officer Preser NARRATIVE V1 was travelling we approaching the brid went off the road, str	st bound on Malliso ge, when the opera iking the guard rail	n Falls Roa tor fell asle	ad eep. V1	CRASH DIAG	RAM Malison Fath Road		(Z)
Officer Preser	st bound on Malliso ge, when the opera iking the guard rail	n Falls Roa tor fell asie	ad eep. V1	CRASH DIAG	Malison Path Read		
Officer Preser	st bound on Malliso ge, when the opera- iking the guard rail	n Falls Roa tor fell asle	ad eep. V1	CRASH DIAG	Malison Path Road	City	State Zip
Officer Preser	st bound on Malliso ge, when the opera iking the guard rail First	n Falls Roa tor fell asle	ad eep. V1	CRASH DIAG	RAM Malaco Path Road	City	State Zip State Zip
Officer Preser NARRATIVE V1 was travelling we approaching the brid went off the road, str	st bound on Malliso ge, when the opera iking the guard rail First First mage Description	n Falls Roa tor fell asle	ad eep. V1	CRASH DIAG	RAM	City City City or Town	State Zip State Zip Utilities Private
Officer Preser NARRATIVE V1 was travelling we approaching the brid went off the road, str Witness Last Name Witness Last Name Non Vehicle Property Da Guard Rail damage Property Owner Name	st bound on Malliso ge, when the opera iking the guard rail First First mage Description	n Falls Roa tor fell asle	ad eep. V1	CRASH DIAG	RAM	City City City or Town City	State Zip State Zip Utilities Privat State Zip
Officer Preser NARRATIVE V1 was travelling we approaching the brid went off the road, str Witness Last Name Witness Last Name Non Vehicle Property Da Guard Rail damage Property Owner Name * Non Vehicle Property Da	st bound on Malliso ge, when the opera iking the guard rail First mage Description mage Description	n Falls Roa tor fell asle	ad eep. V1	CRASH DIAG	RAM	City City City or Town City	State Zip State Zip Utilities Privat State Zip Outilities Privat
Officer Preser VI was travelling we approaching the brid went off the road, str Witness Last Name Witness Last Name Non Vehicle Property Da Guard Rail damage Property Owner Name * Non Vehicle Property Da Property Owner Name *	st bound on Malliso ge, when the opera iking the guard rail First mage Description mage Description	n Falls Roa tor fell asle	ad eep. V1	CRASH DIAG	RAM Malison Path Read State State	City City City City City City City City	State Zip State Zip Utilities Privat State Zip State Zip
Officer Preser NARRATIVE V1 was travelling we approaching the brid went off the road, str Witness Last Name Witness Last Name Witness Last Name Non Vehicle Property Da Guard Rail damage Property Owner Name * Non Vehicle Property Da Property Owner Name * Non Vehicle Property Da Property Owner Name *	st bound on Malliso ge, when the opera iking the guard rail First mage Description mage Description	n Falls Roa tor fell asle	Adeep. V1	CRASH DIAG	Malison Fath Road	City City City City or Town City City or Town City	State Zip State Zip State Zip Utilities Privat State Zip State Zip Utilities Privat State Zip State Zip State Zip State Zip State Zip

Maine Department of Public Safety

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	1N-30525-AC		514					495		PU					UN	IT P	AG
Unit I 1	D Hit Run	? VIN 2G1V	NT57K6911220	85	Licen *	se Plat	e	State ME	(U1) U 1 - P a	Jnit Typ Asseng	oe jer Ca	r					
No	o Insurance	AIC .	Insurance Co	mpany	Name				 	nsuran	ce Poli	cy Num	nber				
(U2) \	Vehicle Make		T.			Ve	hicle Y	'ear	(U3	B) Vehi	cle Col	or					
11 -	CHEVROLET					19	990		7 -	Brow	'n						
(U4)V	/enicle Configur	ation				[<pre>< 10</pre>	,000 lb	IS.	1	0,001	- 26,00	0 lbs.		> than	26,000) lbs.
Vehic	cle Has 9 or Mor	e Seats ?		Placar	ded ?	Ve	ehicle T	Fravel [Directio	n	North		ot on I	S	outhbo	und	0.014
(U5) \$	Special Function	Vehicle			Exempt Veh	icle Er	nergen	ncy Veł	nicle Re	espond	ing to S	Scene 2	?	TUauwa	ay L		IOWI
1 - N	lo Special Fun	ction												Υe	es [No	
Exter	it of Damage	No Dama	age Observed	Mi	inor Damage		F	unctio	nal Dar	mage		✓ Tow	ved D	ue to D	isabling	g Dam	age
(U6) I	Most Damaged	Area				(U)	7) Mos	st Harm	iful Eve	ent							
1 - F (U8)	Pre Crash Actio	ns				(U	9) Con	itributin	ig Circu	umstan	ces - V	ehicle					
1 - F	ollowing road	way				1	- Non	e									
(010) 8 - W) Sequence of E Vent Off Road	way Right				(U	10) Se	quence	OT EVE	ents 2							
(U10)) Sequence of E	vents 3				(U	10) Se	quence	e of Eve	ents 4							
	Driver Bicycle	Pede	strian License	Numbe	er 🗸 Activ	e N	o Licen	se	Permit	State	Lice	nse Cla	ass E	ndorse	ments	Restr	ictior
	Last Known	Operator	*					Suspen	ded	ME	C	City	0)	Ctot	D	
*	ER Last Marrie		FIISUNAME	<u>,</u>		*	ME*	Addres	55			City	/		Stat	.e z	.ιp
Citati	ion Number F	ending				Vi	olation	1				Viola	ation 2				
OWN	IER Last Name	skip if same	as Driver) First Na	ame	MI	0	WNER	Addres	SS			City			State	e Zi	р
*		LDv/				*	ME*	dition	at Time	of Cro	ab						
1 - N	lot Distracted	ГБУ				5	- Asle	ep or	Fatigu	ied	SII						
(D3) I	Driver Actions a	Time of Cra	ash 1			(D	3) Driv	er Acti	ons at ⁻	Time of	f Crash	2					
Alcoh	nol Test	Test Not	Given Test R	efused	Blo	od 🖵	Alach		Pooult	Dondi	0.0	Alcoho	I BAC	Result			
	Breath	rine	Other Chemical T	est (Not	Field Sobriety or				Result	Fendi	ig						
Drug		rine	Other	efused	BIO	od Di	ug res	st Resu	lit	Pos	sitive	N	egativ	ve [Penc	ling	
(D4) I	Non Motorist Lo	cation at Tim	ne of Crash			(D	5) Non	Motor	ist Actio	on Prio	r to Cra	ash					
(D6) I	Non Motorist Ac	tion at Time	of Crash 1			(D	6) Non	Motor	ist Actio	on at T	ime of	Crash 2	2				
	De de strise Mars					(D											
(D7) I	Pedestrian Man	euvers					(8) BICy	CIIST IVI	aneuve	ers							
	PERSON TYPE	-Driver, 2-Pas	ssenger, 3-Pedestria	n, 6-Drive	er/Owner, 7-Bi	cycle, 8	-Passen	iger/Ow	ner, 24-l	Last Kn	own Op	erator 2	5-Last	Known (Operato		r
1-From	nt Row 1-Left (dr	ver) 1-Slee	eper Section of Cab (truc	k)1-Not A 2-Not D	pplicable	1-Not Ap	plicable			1-Am	putation eding	1- 2-	Face Head		1-Fatal		L
3-Thir 4-Fou	rd Row 3-Right urth Row 4-Other	3- Un 4-Trai	enclosed Cargo Area	3-Deplo 4-Deplo	yed - Front yed - Side	3-Should 4-Should	er and La er Belt O	ap Belt Used	sed	3-Bro 4-Bur	ken Bone ns	es 3- 4-	Neck Back		3-NonIn 4-Possit	capacitat	ing
5-Oth 6-Unk	er Row 5-Unknow	n 5-Ridi (non-t	ing on Motor Vehicle Ext trailing unit)	5-Deplo (knee, a	yed - Other ir belt,)	5-Lap Be 6-Restrai	It Only U nt Used -	sed • Other		5-Coi 6-Sho	ncussion ock	5- 6-	Arm(s) Leg(s)		5-No Inj	ury	
EJEC	TED LIE	6- Un	known	6-Deplo Combin	yed - ation	7-Child F B-Child F	lestraint -	Forward	Facing	7-Diz 8-Abr	ziness asion/Bri	-7- Jises 8-	Chest S Internal	Stomach	NJURY 1-Officer	INFO So Observ	OURC ation
1-Not 2-Eieo	Ejected 1-I cted Partially 2.0	OT-Compliant N	Notorcycle Helmet	7-Deplo	yment - Curtain	9-Child F 10-Boost	testraint - er Seat	Used Inc	correctly	9-Coi 10-Oi	mplaint o ther	Pain 9- 10	Entire B)-Other	lody	2-Individ 3-Medic	ual State al, Parar	ement nedica
3-Ejeo	cted Totally 3-1	lo Helmet				11-Child	Restrain	t - Other							Observa	tion	
Person	Include Driver, Pas	engers, Bicyclis	t, and Pedestrians	Sex		Seat	Seat	Seat	Air Bag		Restraint	Helmet	Iniury	AMB	Louiniury	see cod	e shee Amł
Туре	Last Name, First N	ame, Mi		(M,F,U)) DOB	Pos Row	Pos	Pos Other	Deployed	Ejected	System	Use	Degree	Туре	Area	Source	Cod
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
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Page 9 of 21 on 12/20/2013, 8:47 AM

2011-15402	517						
Reporting Agency ME0031500	Report Nu 11WIN-3	mber 9018-AC	C 1	Crash Date 1/9/2011	Crash Time 15:19	At Scene Date 11/9/2011	At Scene Time 15:30
City or Town Windham	S	treet or Highwa	y L LS RD		Nearest Intersed TL - Gorham,	cting Street Windham	Off Roa
Direction FROM Nearest	Intersection to Crash S	ite Dis	stance Fi	rom Nearest Inter.	Latitude 43.728550	Long	itude 119080
Node 1	Node 2	Measureme	nt Node	Distance to Sco	ene Posted Speed	Limit Unkno	wn Not Posted 2
(F1) Type of Crash	13663	13663		(F2) Type of Lo	hs Miles 25r	Hour N/A	Not Posted 4
7 - Went Off Road				2 - Curved R	oad		
(F3) Weather Condition 1 - Clear				(F4) Light Con 1 - Daylight	dition		
(F5) Road Grade				(F6) Road Sur	ace Condition		
4 - Bottom of Hill (F7) Traffic Control Device	9			Traffic Control	Device Operationa	al (pre-crash)?	
13 - None	() []				. [Yes No	Unk
(F8) Location of First Harr 4 - Roadside	nful Event			Total Damage	over Threshold?	√ Yes	No
(F9) Contributing Circums	tances - Environment	1		(F9) Contributi	ng Circumstances	- Environment 2	
(F10) Contributing Circum	istances - Road 1			(F10) Contribu	ting Circumstance	s -Road 2	
1 - None	Maintenance or Litilit	Work Zone?		Work Zone W/	orkers Present?		
		No	Unl	<	[Yes No	Unk
(F11) Location of the Cras	sh related to Work Zon	е		(F12) Type of	Nork Zone		
Law Enforcement Present	t at Work Zone?	ant Vahiala Only		School Bus Re		(an Indiractly Inval	
NARRATIVE Unit 1 operator advise traveling on Mallison I she lost power steerin the curve in the road. flattening her tire and side of her vehicle.	ed that her vehicle s Falls Road. Unit 1 o Ig and was unable t Unit 1 struck the bu causing damage to	talled as she perator adviso o maneuver t idge support o the front pas	was ed that hrough wall, ssenger	CRASH DIAG	XAIW		str
NARRATIVE Unit 1 operator advise traveling on Mallison I she lost power steerin the curve in the road. flattening her tire and side of her vehicle.	ed that her vehicle s Falls Road. Unit 1 o Ig and was unable t Unit 1 struck the bi causing damage to	talled as she perator advise o maneuver t idge support the front pas	was ed that hrough wall, ssenger	CRASH DIAG	Mailson Fais Road		** 2
NARRATIVE Unit 1 operator advise traveling on Mallison I she lost power steerin the curve in the road. flattening her tire and side of her vehicle.	ed that her vehicle s Falls Road. Unit 1 o Ig and was unable t Unit 1 struck the bu causing damage to	talled as she perator advise o maneuver t idge support o the front pas	was ed that hrough wall, ssenger	Address	Mailson Fails Road	ty	State Zip
NARRATIVE Unit 1 operator advise traveling on Mallison I she lost power steerin the curve in the road. flattening her tire and side of her vehicle.	ed that her vehicle s Falls Road. Unit 1 o og and was unable t Unit 1 struck the bu causing damage to First	talled as she perator advise o maneuver t idge support o the front pas	was ed that hrough wall, ssenger	Address Address	Mailson Fails Road	ty ity	State Zip State Zip
NARRATIVE Unit 1 operator advise traveling on Mallison I she lost power steerin the curve in the road. flattening her tire and side of her vehicle. Witness Last Name Witness Last Name Non Vehicle Property Dan	ed that her vehicle s Falls Road. Unit 1 o Ig and was unable t Unit 1 struck the bu causing damage to First First nage Description	talled as she perator advise o maneuver t idge support o the front pas	was ed that hrough wall, ssenger	Address Address	Mailson Fails Road	ty City or Town	State Zip State Zip Outilities Privation
NARRATIVE Unit 1 operator advise traveling on Mallison I she lost power steerin the curve in the road. flattening her tire and side of her vehicle. Witness Last Name Witness Last Name Non Vehicle Property Dan Property Owner Name	ed that her vehicle s Falls Road. Unit 1 o og and was unable t Unit 1 struck the bu causing damage to First First nage Description	stalled as she perator advise o maneuver t ridge support o the front pas	was ed that hrough wall, ssenger	Address Address Address		ity City or Town	State Zip State Zip Utilities Privation State Zip
NARRATIVE Unit 1 operator advise traveling on Mallison I she lost power steerin the curve in the road. flattening her tire and side of her vehicle. Witness Last Name Witness Last Name Non Vehicle Property Dan Property Owner Name Non Vehicle Property Dan	ed that her vehicle s Falls Road. Unit 1 o Ig and was unable t Unit 1 struck the built causing damage to First First nage Description	talled as she perator advise o maneuver t idge support o the front pas	was ed that hrough wall, ssenger	Address Address	Mailson Fails Road	ty City or Town	State Zip State Zip Utilities Private State Zip
NARRATIVE Unit 1 operator advise traveling on Mallison I she lost power steerin the curve in the road. flattening her tire and side of her vehicle. Witness Last Name Witness Last Name Non Vehicle Property Dan Property Owner Name Non Vehicle Property Dan	ed that her vehicle s Falls Road. Unit 1 o Ig and was unable t Unit 1 struck the built causing damage to First First nage Description	talled as she perator advise o maneuver t ridge support o the front pas	was ed that hrough wall, ssenger	Address Address Address Address	Addition Fails Road	ty City or Town [ty] City or Town [State Zip State Zip Itilities Privation State Zip
NARRATIVE Unit 1 operator advise traveling on Mallison I she lost power steerin the curve in the road. flattening her tire and side of her vehicle. Witness Last Name Witness Last Name Non Vehicle Property Dan Property Owner Name Non Vehicle Property Dan Property Owner Name Reporting Officer	ed that her vehicle s Falls Road. Unit 1 o Ig and was unable t Unit 1 struck the b I causing damage to First First nage Description nage Description	Badge#	was ed that hrough wall, ssenger	CRASH DIAGI Address Address Address Address Date Application	Mailson Fails Road	ity City or Town [ty] City or Town [ty]	State Zip State Zip Utilities Private State Zip Utilities Private State Zip State Zip State Zip State Zip State Zip State Zip Approved Date Date

Last Modified: 11/12/2011 09:59

Unit I	D		Hit	Run	?	VI	N						Lice	nse F	Plate)	State	(U1) I	Jnit Ty	ре						
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No) In	surar	nce					*	ourui	00 00	mpan	, num							*	100 1 0						
(U2) \	/eh	icle l	Mał	(e											Ver	nicle Y	'ear	(U	3) Veh	icle Co	lor					
(U4)V	ehi	cle C	Con	F I figur	atior										GV	WR o	r GCV	/R	- Ke	4						
																< 10	,000 II	DS.		10,001	- 26,0	00 lbs		> than	26,00) Ibs
Vehic	le l	las 9) or	Mor	e Se	ats ' Yes	' \	No	HA	ZMAT	Placa	arded Yes	? [/]N	0	Ver	nicle ⊺ ∃East	ravel bound	Directio	on Westt	Nor	thbour	nd Not on	Roadw	Southbo /av	ound Unk	nowr
(U5) S	Spe	cial I	Fun	ctior	ı Vel	nicle					 [Exe	mpt Ve	hicle	Em	ergen	cy Ve	nicle R	espon	ding to	Scene	?	_			-
1 - N	0 5	Spec	ial	Fun	ctio	n																	LΥ	es	No	
Exten		Dan	lag	е	1	lo D	amag	je Ob	serve	ed		/linor l	Damag	е		√ F	unctio	nal Da	mage		T	owed D	Due to E	Disablin	g Dam	age
(U6) N	Nos	st Da	ma	ged	Area										(U7) Mos	t Harn	nful Ev	ent							
1 - Fr (U8) F	ron Pre	Cras	sse h A	engo Actio	ns	orne	er								20 (U9) Con	tributii	ng Circ	Supp umsta	nces - "	Vehicle	Э				
1 - Fo	ollo	owin	g r	oad	way	,									5 -	Stee	ring	0				-				
(U10) 6 - Ec	Se	quer	nce	of E Fail	vent	s 1 (hla	wn	tire	hrak	o fail	uro d	tc)			(U1	0) Se Won	quenc + Off	e of Ev Roadv	ents 2	iaht						
(U10)	Se	quer	nce	of E	vent	s 3		ui c,	brar	c run	urc, c				(U1	0) Se	quenc	e of Ev	ents 4	igit						
28 - I	Bri	dge	Pie	er ol	Su	opo	t	· [I in					Destr	i e ti e u
VL		er Last	Kn	ycle own	Оре	P rato	edest r	rian		icense	Num	oer	✓ Acti	ve	JNO	Licen	se 🔄 Suspei	Permit	ME	C	ense C	lass	Endors 0	ements	0	ICtior
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(D1) [Driv	er D	stra	acte	d By										(D2) Con	dition	at Tim	e of Cr	ash						
6 - U	nk	own	ati a		- Ti~	0.01	Croo	h 1							1-	Appa	arent	y Nor	mal	of Cros	h 0					
(D3) L 1 - N	0 0	Cont	rib	utin	g Ao	tio		[]]							(D3		er Aci	uns al	TIME		11 2					
Alcoh		Test				est N	lot G	ven	Cho	Test F	lefuse	d	BI	ood		Alcoho	ol Tes	Resul	t Pend	ing	Alcoh	ol BAC	C Resul	lt		
Drug ⁻	Tes	atri St				est N	lot Gi	ven		Test F	est (N	d		ood	Dru	ig Tes	t Res	ult				N.L			.P	
(5.0.)					Irine			Other							(5.5					ositive		Negati	ive	Pen	aing	
(D4) N	Nor	1 Mot	oris	st Lo	catio	n at	lime	of C	rash						(D5) Non	Moto	ist Act	on Pri	or to C	rash					
(D6) N	Nor	n Mot	oris	st Ac	tion	at Ti	me of	Cras	sh 1						(D6) Non	Moto	ist Act	ion at i	Time o	f Crasł	1 2				
(D7) F	Dad	lactri	an	Man		re									(D8) Ricv	clist M		ore							
(07)1	00	00011		vian	Cuve	10									(00) Bioy	onotin	aneav	010							
0515	PE	RSO	N TY	/PE	1-Driv	/er, 2	-Pass	enger	, 3-Pe	destria	n, 6-Dr		vner, 7-E	Bicycle	e, 8-F	Passen	ger/Ov	ner, 24	Last K		perator	25-Las			or/Owne	r E
1-Fron	nt Ro	w W Row	3E/ 1-L(eft (dr	ver)	IN C 1	-Sleep	er Sect	tion of	Cab (true	k)1-Not 2-Not	Applical Deploye	ble	1-No	t Appl	icable	tor Vehi		1-A ant 2-B	nputation	1	1-Face 2-Head		1-Fatal	acitating	-
3-Third 4-Four	d Ro rth F	ow Row	3-R 4-0	ight ther		3	- Unen -Trailin	closed a Unit	Cargo	Area	3-Dep 4-Dep	loyed - I loyed - I	Front Side	3-Sh 4-Sh	oulder	r and La r Belt Or	ip Belt L nlv Used	sed	3-B 4-B	oken Bo urns	nes	3-Neck 4-Back		3-Nonlr 4-Possi	ncapacita ble Injury	ting
5-Othe 6-Unkr	er Ro now	ow n	5-U	nknov	n	5	-Riding non-tra	i on Mo iling un	otor Ve hit)	hicle Ext	5-Dep (knee	loyed - air belt	Other ,)	5-Laµ 6-Re	o Belt strain	Only Us t Used -	sed Other		5-C 6-S	oncussio lock	า	5-Arm(s) 6-Leg(s))	5-No In	jury	
EJECT	TED	41		HE	LMET	e USE	- Unkn	own			6-Dep Comb	loyed - ination	Curtair	7-Ch 8-Ch	ild Re ild Re	straint - straint -	Forware Rear Fa	d Facing acing	7-D 8-A	zziness prasion/B	ruises	7-Chest 8-Interna	Stomach al	NJUR 1-Office	/ INFO S er Observ	OURC ation
2-Ejec	ted	Partial	ly	1-[2-(DOT-C	ompli Ielme	ant Mo t	torcycl	e Helm	et	7-Deb	loymeni	- Curtaii	9-Ch 10-B	lia Re postei bild E	straint - r Seat	Used in	correctly	10-0	Other	orrain	10-Othe	r	3-Media Observ	cal, Parar ation	nedica
0 2,00		, orany		3-1	NO HE	met										Contain				_			AMB	CODES	- see cod	e shee
Person Type	Inc	lude D	rive	, Pas	senge	rs, Bio	yclist,	and Pe	destria	ns	Sez (M,F.	(U)	DOB	S	eat os	Seat Pos	Seat Pos	Air Bag Deplove	d Ejecte	d Restrai Systen	nt Helme n Use	t Injury Degre	/ Injury e Type	Injury Area	Inj Info Source	Aml Cod
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Page 11 of 21 on 12/20/2013, 8:47 AM

2012-49087							
Reporting Agency ME0031500	Report N 12WIN-	umber 18768-AC	C 1	Crash Date 2/25/2012	Crash Time 11:53	At Scene Date 12/25/2012	At Scene Time 11:59
City or Town Windham		Street or Highway MALLISON FAL	LS RD		Nearest Interse TL - Gorham,	cting Street Windham	Off Road
Direction FROM Nearest	Intersection to Crash	Site Dis	stance Fi	rom Nearest Inter.	Latitude 43.728550	Long	jitude 419190
Node 1	Node 2	Measuremer	nt Node	Distance to Sco	ene Posted Spee	d Limit Unkno	own Not Posted 25
E1) Type of Crash	13663	13663		(E2) Type of L	hs Miles 35	Hour N/A	Not Posted 45
7 - Went Off Road				2 - Curved R	oad		
F3) Weather Condition				(F4) Light Con	dition		
(F5) Road Grade				(F6) Road Sur	ace Condition		
2 - On Grade	-			3 - Snow			
(F7) Traffic Control Devic 13 - None	Ce			Traffic Control	Device Operation	al (pre-crash)?	Unk
(F8) Location of First Ha	mful Event			Total Damage	over Threshold?		
(F9) Contributing Circum	stances - Environmen	: 1		(F9) Contributi	ng Circumstances	- Environment 2	
2 - Weather Condition (F10) Contributing Circur	ns nstances - Road 1			(F10) Contribu	ting Circumstance	es -Road 2	
2 - Road Surface Con	dition (Wet, Icy, Sr	ow, Slush, etc.	.)				
n or Near a Constructior	n, Maintenance, or Util	ty Work Zone? S ✓ No	Unl	Work Zone Wo	orkers Present?	Yes No	Unk
F11) Location of the Cra	sh related to Work Zo	ne		(F12) Type of	Nork Zone		
aw Enforcement Preser	t at Work Zone?	ont Vahiala Only		School Bus Re	elated?	Yes Indirectly Invol	
Officer Presen NARRATIVE Unit 1 traveling west due to snow/ice on ro wire for cmp pole #3	bound on Mallison bodway and slid off No damage susta	Falls Road, lost the road striki ined to the pole	t contro ing a gu e.		RAM		(† N
Officer Presen NARRATIVE Unit 1 traveling west due to snow/ice on ro wire for cmp pole #3	bound on Mallison bodway and slid off No damage susta	Falls Road, lost the road striki ined to the pol	: contro ing a gu e.		RAM	Malison Fals Ra TO SCALE	
Vitness Last Name	bound on Mallison bodway and slid off No damage susta	Falls Road, lost the road striki ined to the pole	contro ing a gu e.	Address	RAM	Matison Falls Rd TO SCALE	N N N N N N N N N N N N N N N N N N N
Vitness Last Name	bound on Mallison bodway and slid off No damage susta	Falls Road, lost the road striki ined to the pole t	contro ing a gu e. MI	Address Address	RAM	Matison Fails Ro TO SCALE	N State Zip State Zip
Vitness Last Name Witness Last Name Non Vehicle Property Da	bound on Mallison boadway and slid off No damage susta Firs Firs	Falls Road, lost the road striki ined to the pole	MI	Address		Malison Falls Re	State Zip State Zip Outilities Private
Witness Last Name Witness Last Name Witness Last Name Witness Last Name Witness Last Name Witness Last Name Non Vehicle Property Da	bound on Mallison boadway and slid off No damage susta Firs Firs mage Description	Falls Road, lost the road striki ined to the pole	E contro ing a gu e. MI	Address Address Address		Matisson Falls Re TO SCALE City City City or Town City	State Zip State Zip Outilities Private State Zip
Witness Last Name Witness Last Name Witness Last Name Non Vehicle Property Da	bound on Mallison boadway and slid off No damage susta Firs Firs mage Description	Falls Road, lost the road striki ined to the pole t	Contro ing a gu e. MI	CRASH DIAGI I Y CRASH DIAGI Address Address Address		Ity City or Town City or Town	State Zip State Zip Outilities Private State Zip Outilities Private State Zip
Witness Last Name Witness Last Name Non Vehicle Property Da Property Owner Name Property Owner Name	bound on Mallison bodway and slid off No damage susta Firs Firs mage Description	Falls Road, lost the road striki ined to the pole	MI	CRASH DIAGI I Y CRASH DIAGI Address Address Address Address		Ity City or Town City City or Town City	State Zip State Zip Outilities Private State Zip Outilities Private State Zip
Witness Last Name Witness Last Name Non Vehicle Property Owner Name Reporting Officer	bound on Mallison boadway and slid off No damage susta Firs Firs mage Description mage Description	Falls Road, lost the road striki ined to the pole t t t	Contro ing a gu e. MI MI	CRASH DIAGI I Y CRASH DIAGI Address Address Address Address Date Ap	RAM	Ity City or Town City or Town City	State Zip State Zip State Zip Utilities Private State Zip Utilities Private State Zip State Zip State Zip State Zip Utilities Private State Zip Approved Date Approved Date

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(U2)	Ve	ehicle	Ma	ke												Ve	hicle \	′ear	(l	J3) Ve	ehicle	e Col	or					
58 - (U4)\	Vel	hicle		: nfig	urati	on										G\	/WR c	r GCV	VR 1	- Bla	ick							
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(U8) 1 - F	Pr Fol	e Cra lowi	ng.	Act roa	ions idw	ay										(U) 1	9) Cor • Non	itributi e	ng Cir	cumst	tance	es - V	ehicle					
(U10)) S	eque	nce	e of	Eve	nts 1		ort								(U	10) Se	quenc	e of E	vents	2							
(U10)) S	Seque	ence	e of	Eve	nts 3	upp 3									(U	10) Se	quenc	e of E	vents	4							
	Dr	ivor	P	iovo		7	Por	loctri	an	7 1	icons	o Nu	mbo	r []	\ ctivo	No	Licon	<u>.</u>	Dormi	+ Stat	0	Licer		200	Indors	amonte	Rosti	iction
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Citat	tior	n Nun	nbe	r	Per	nding										Vic	olation	1					Viol	ation	2			
OWN	νEI	R Las	st N	am	e (sł	ip if	sam	ie as	Drive	er) F	First N	lame		MI		OV	VNER	Addre	ess				City			Stat	e Z	ip
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(D1) 1 - N	No	t Dis	JIST tra	raci cte	ea E d	sy										(D) 1 ·	2) Cor • App	arent	at Tim Iy No	rmal	Jrasr	1						
(D3)	Dr	iver A	\cti	ons	at T	ime Acti	of C	rash	1							(D:	3) Driv	er Act	ions a	t Time	e of C	Crash	2					
Alcoh	hol	Test		/ut		Tes	t No	t Giv	en		Test	Refu	sed		Bloo		Alcoh	ol Tes	t Resi	ılt Per	ndina	. /	Alcoho	DI BAC	Resul	t		
Drug	Bro 1 Te	eath est			Urir V		t No	Ot t Giv	her (en		nical Test	Test Refu	(Not F	ield Sobri		BT)		st Res	ult		laing							
<u> </u>	<u>,</u>				Urin	ne	[0	her	<u> </u>	1001		500								Posit	ive	r	legati	ve	Pen	ding	
(D4)	No	on Mo	otor	ist L	.oca	tion	at I	me c	of Cra	ish						(D	5) Nor	Moto	rist Ac	tion P	rior t	o Cra	ish					
(D6)	No	on Mo	tor	ist A	Actio	n at	Tim	e of (Crash	า 1						(D	6) Nor	Moto	rist Ac	tion a	t Tim	ne of	Crash	2				
(D7)	Pe	edesti	ian	Ma	neu	vers										(D	B) Bicy	clist N	/laneu	vers								
	P	FRSC	ר או	ΥP	= 1-Г)river	2-P	25561	nder (3-Pe	destri	an 6-1	Drive	r/Owner	7-Bicv		Passer	nder/Ov	vner 2	1-l ast	Know	n One	erator 2	25-Last	Known	Operato	r/Owne	r
SEAT	TR	OW	SE	AT	POSI	TION	SE/	AT PO	SITION		HER	A F	BAG	DEPLOY	ED RE	STRA	NT SYS	TEM	, _	IN 1.	JURY	TYPE	 1	NJURY	AREA	NJUR)	DEGRE	E
2-Seo 3-Thi	con ird F	d Row Row	2-l 3-l	Midd	le)	2-C 3- L	ther E	nclose osed C	d Cai argo	go Are Area	a 2-N 3-D	lot De leploy	ployed eployed ed - Front	2-i t 3-i	None U Shoulde	sed - Mo sr and Li	otor Veh ap Belt l	icle Occ Jsed	upant 2- 3-	-Bleed -Broke	ing n Bone	2 s 3	-Head -Neck		2-Incap 3-NonIr	acitating ncapacita	ting
4-Fou 5-Oth	urth her	Row Row	4-0 5-1	Othe Unkr	r own		4-T 5-R	railing iding c	Unit n Moto	or Ve	hicle E	4-D at 5-D	eploy eploy	red - Side red - Othe	r 5-	Shoulde ap Bel	er Belt C t Only U	nly Use	b	4- 5-	-Burns -Concu	ussion	45	-Back -Arm(s)		4-Possi 5-No In	ble Injury jury	,
EJEC	сте	D					(110 6- l	Jnknov	ig unit vn)		6-D Coi	eploy nbina	red - ation	6- 7- 8-	Child R	estraint	· Forwar · Rear F	d Facing acing	1 7- 8-	-Dizzin -Abras	iess ion/Bru	7 ises 8	-Chest -Interna	Stomach I	NJUR 1-Office	/ INFO S er Observ	OURC ation
1-Not 2-Eje	t Ej	ected d Partia	ally		1-DO 2-Oth	F-Com F-Com	nplian met	t Moto	rcycle	Helm	et	7-D	eploy	ment - Cu	irtain 9- 10	Child R Booste	estraint er Seat	Used I	ncorrectl	y 9. 10	-Comp 0-Othe	laint of r	Pain 9 1	-Entire 0-Other	Body	2-Indivi 3-Media	dual Stat al, Para	ement nedica
3-Eje	ecte	d I otal	ly	:	3-No	Helme	ŧ								11	-Child	Restrair	t - Othe	r						AMB	CODES	ation - see cod	e shee
Persor	n ^{li}	nclude	Driv	er, P	asser	gers,	Bicyc	list, ar	d Ped	estria	ns	(M	Sex FIII	DO	B	Seat Pos	Seat	Seat Pos	Air Ba	g Ejec	ted Re	estraint	Helmet	Injury	Injury	Injury	Inj Info Source	Amb
ەمر. •		<u>.ast Na</u> :	me,	Firs	Nam	e, Mi							,. ,.) E	04/14	5/92	Row 1	1 1	Other				,	200	F			200100	-
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Page 13 of 21 on 12/20/2013, 8:47 AM

Reporting Agency	т					_	r		FINO	
ME0031500	Repor 12WI	t Number N-4877	5-AC		Crash Date 12/25/2012	Crash Time 11:53	At Sc 12/2	ene Date 5/2012	At Scen 11:59	e Time
City or Town Windham		Street MALL	or Highw	ay ALLS RD		Nearest In TL - Gort	tersecting Stre am, Windha	eet m		Off Roa
Direction FROM Neare	st Intersection to Cra	ish Site	West	Distance I	From Nearest Inter	Latitude	50	Longitu -70.41	ide 9620	
Node 1	Node 2	N	leasurem	ent Node	Distance to Se	cene Posted	Speed Limit	Unknowr	n Not	Posted 2
E1) Type of Crash	13663	1	.3663		MOes Ter	2hs Mile	s 35 r Hour	N/A	Not	Posted 4
- Went Off Road					2 - Curved	Road				
F3) Weather Conditior	1				(F4) Light Co	ndition				
F5) Road Grade					(F6) Road Su	rface Conditio	n			
2 - On Grade					3 - Snow					
L3 - None	lice				I raffic Contro	Device Oper	ational (pre-cr	asn)?	Un	ık
F8) Location of First H	armful Event				Total Damage	e over Thresh	old?	Yes	No	
F9) Contributing Circu	mstances - Environm	nent 1			(F9) Contribu	ting Circumsta	nces - Enviror	nment 2]	
2 - Weather Conditi	ons				1 - None					
F10) Contributing Circ	umstances - Road 1 ndition (Wet Toy	Snow 9	Sluch of	c.)	(F10) Contrib	uting Circums	ances -Road	2		
n or Near a Constructi	on, Maintenance, or	Utility Wo	rk Zone?		Work Zone W	/orkers Preser	nt?			
		Yes	✓ No	U	1k		Yes	No	Un	k
-11) Location of the C	rash related to Work	∠one			(F12) Type of	Work Zone				
aw Enforcement Pres	ent at Work Zone?	coment V	ehicle On		School Bus R	elated?	Ves Indi	rectly Involve	d ZI	No
										10
vas snow and ice of vhich was stuck on astbound side of tl triking the embank vas not struck. and	overed operator b the hill. Unit 1 st ne road, bounced ament on the west I sustained no dar	raked to ruck the across tl tbound s nage	avoid u guardra he roadv shoulder	init 2 ail on way, •. Unit 2					(*N	
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Unit	ID Hit	Run?	VIN		152	Li	cense	Plate	S	State	(U1) U	nit Typ	e						
			2G1WF	52E359337	153 `omnany	Name				ME	1 - Pa	sseng	jer Ca	r cv Nuo	nhor				
N	o Insurance	INAIC		*	ompany	Name					*	:		Cy Null	ibei				
(U2)	Vehicle Ma	ke		-				Vehi	cle Ye	ear	(U3) Vehi	cle Col	or					
44 (U4)\	Vehicle Con	figuration						GVV	VR or	GCWF	0 - ?	Grey,	Silve						
									< 10,0	000 lbs		1	0,001	- 26,00	0 lbs.	:	> than 2	26,000	lbs.
Vehi	cle Has 9 or	More Sea	ats ? Yes √ I	NO HAZMA	AT Placa	rded ? Ves 🔽	No	Vehi	Eastb	avel D ound		n Nestbo	_North ound	nbound N	l ot on R	oadwa	outhbou ay	und]Unkr	nowr
(U5)	Special Fur	ction Vehi	icle	I		Exempt \	/ehicle	Eme	ergenc	y Vehi	cle Re	spond	ing to S	Scene '	?		<u> </u>		
1 - r Exte	No Special ent of Damac	Function	1													Ye	s _	No	
			o Damage	e Observed	M	linor Dama	age		F.	unction	al Dar	nage		√ Tov	ved Du	e to Di	sabling	Dama	age
(U6) 12 -	Most Dama • Front	ged Area						(U7) 27 -	Most Gua	Harmf rdrail	ul Eve Face	nt							
(U8)	Pre Crash /	Actions						(U9)	Contr	ributing	l Circu	mstan	ces - V	ehicle					
15 -	Avoiding	Vehicle C)bject, P	edestrian, A	nimal ii	n Roadw	ау	1 - 1	None	10000	of Eve	onte 2							
35 -	Guardrail	Face	I					(010) Seq	uence		51115 Z							
(U10) Sequence	of Events	3					(U10)) Seq	uence	of Eve	ents 4							
\checkmark	Driver Bir	cycle	Pedestr	ian Licen:	se Numb	er 🗸 Ad	ctive	No L	icens	e	ermit	State	Lice	nse Cla	ass Er	ndorsei	ments	Restri	ctior
ייסס	Last Kr	iown Oper	ator	Tingt NL-	~~		N #1	-			led	ME	C	0:4			C+-+	~ ~	in
URIV *	/ ⊑K Last Na	une		First Nan	ne		IVII	* M	VER A E*	addres	5			City	/		State	e Z	ιp
Citat	tion Number	Pendin	ıg					Viola	ation 1					Viola	ation 2				
OWN	VER Last Na	ame (skip i	if same as	s Driver) First	Name	MI		OWI		Addres	5			Citv			State	Zi	0
*								* M	E *		-								-
(D1) 1 - N	Driver Distra	acted By						(D2)	Cond Annai	lition at rentlv	Time Norn	of Cra nal	sh						
(D 78)	Swerved	os Avoide	ed Duest	o ¹ Wind, Slip	pery Su	rface, Mo	otor	(D3)	Drive	r Actio	ns at 1	Fime of	f Crash	12					
Vehi	icle, Objec	t, Non-M	lotorist i	n Roadway	Defuses		Dissi							Alaaha		Pooult			
	Breath			ther Chemical	Test (Not	t Field Sobrie	ыооа ty or PB1	-) 🗆 A	lcohol	I Test I	Result	Pendi	ng	AICONO	I DAC I	Vesuit			
Drug	j Test	✓ Te	st Not Giv	/en Test	Refused	k	Blood	Drug	g Test	Result	İ	Pos	sitive	ΠN	legative	•	Pend	ing	
(D4)	Non Motori:	st Locatior	n at Time (of Crash				(D5)	Non I	Motoris	st Actio	on Prio	r to Cra	ash					
	Non Matari	ot Action o	t Time of	Croch 1					Non	Motoria	+ A otic	n of T	ima of	Croch	2				
(D6)	NON WOLON:	st Action a	t time of	Clash				(D6)	INON I	VIOLOIIS	a Actic	maii	ime oi	Clash	2				
(D7)	Pedestrian	Maneuver	S					(D8)	Bicyc	list Ma	neuve	rs							
	PERSON T	YPE 1-Drive	er, 2-Passe	nger, 3-Pedestr	ian, 6-Driv	/er/Owner, 7	7-Bicycl	e, 8-Pa	asseng	er/Own	er, 24-l	_ast Kn	own Op	erator 2	5-Last K	nown C	Operator	Owner	
SEAT	TROW SE	AT POSITION	SEAT PC)SITION OTHER	A RBA	G DEPLOYEI	D RES		T SYSTE	EM		INJU 1-Am	RY TYPE	- N 1-	IJURY AF	REA	NJURY	DEGRE	Ē
2-Seo 3-Thi	cond Row 2-N ird Row 3-F	liddle lidht	2-Other E 3- Unenc	Enclosed Cargo Area	ea 2-Not E 3-Deplo	Deployed oyed - Front	2-No 3-Sh	one Use oulder a	d - Moto and Lap	or Vehicle Belt Use	e Occupa ed	ant 2-Ble 3-Bro	eding ken Bone	2- es 3-	Head		2-Incapa 3-NonInc	citating apacitati	ng
4-Fou 5-Oth	urth Row 4-C her Row 5-L)ther Jnknown	4-Trailing 5-Riding	Unit on Motor Vehicle E	4-Deplo xt 5-Deplo	oyed - Side oyed - Other	4-Sł 5-La	p Belt C	Belt Only	y Used ed		4-Bur 5-Coi	ns ncussion	4- 5-	·Back ·Arm(s)		4-Possibl 5-No Inju	e Injury ry	-
6-Unl	known		(non-traili 6- Unkno	ng unit) wn	(knee, a 6-Deplo	air belt,) oyed -	6-Re 7-Cł	straint l	Used - C traint - F	Other Forward F	acing	6-Sho 7-Diz	ock ziness	6- 7-	Leg(s) Chest St	omach	NJURY	NFO SC	URC
EJEC 1-Not	CTED ot Ejected	HELMET	USE	orcycle Helmet	Combir 7-Deplo	nation oyment - Curt	8-Ch ain 9-Ch	nild Rest nild Rest	traint - F traint - L	Rear Faci Jsed Inco	ng prrectly	8-Abr 9-Coi	asion/Bri nplaint o	uises 8- f Pain 9-	Internal	dy	1-Officer 2-Individu	Observa Jal State	ation ment
2-Eje 3-Eje	ected Partially	2-Other Heln	elmet	,			10-Е 11-С	looster S hild Re	Seat estraint -	- Other		10-01	her	10	0-Other		3-Medica Observat	I, Param ion	edica
												_	_			AMB C	CODES - s	see code	shee
Persor Type	n Include Drive	r, Passengers	3, Bicyclist, ai	na Pedestrians	Sex (M,F,L	J) DOB	5	Pos Pos	Seat Pos	Pos D	Air Bag eployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury I Area S	nj Info Source	Amb Code
	*	<u>instinarne, N</u>	<u>/II</u>		F	01/04	/62	1	1	Juner	2	1	3		5	[2	1
6	*				F	06/18	/29	1	3		2	1	3		5			2	1
6 2						00/10	/97	2	1		1	1	3		5			2	1
6 2 2	*				M	09/16	52	<u> </u>	- I		- - 1	-			5	1		Z	- -
6 2 2 2 2	*				м м	09/16/	/90	2	3		1	1	3		5			2	1

Unit	ID	••••				\	/IN						Lic	ense	Plate	ə ı	State	(U1) l	Jnit Ty	се				01	<u> </u>	
2	2		H	it R	un?	4	T1B	G12K	8TU	8173	94		*				ME	1 - P	assen	ger Ca	r					
N	lo I	Insu	ranc	e	NAIC			In: *	sura	nce C	ompar	ny Na	me					:	nsurar *	ice Pol	icy Nu	mber				
(U2) 67 -	Ve		Ie M	ake											Ve	hicle Y 96	'ear	(U	3) Vehi Beia	cle Co	lor					
(U4)	Ve	hicle	e Co	nfig	uratio	n									G٧	/WR o	r GCW	VR			26.0	00 lba		ls that	26.00	0 lbc
Vehi	icle	e Ha	s 9 (or N	lore S	Seats	?		H	AZMA	T Plac	ardeo	1?		Ve	hicle T	ravel	Directio	n [Nort	hboun	d		Southb	ound	0 103.
(115)	Sr	- ACI	al Fi	Inct		Ye	s 🗸	No				Ye	es 🗸 I	No	En	East	tbound	hicle R	Westb	ound	N Scene	lot on 1	Roadw	ay	Unk	nowr
<u>1 - M</u>	No	Sp	ecia	I F	incti	on	0				l	Ex	empt V	ehicle		lergen			spond		occric		Y	es	No	
Exte	ent	of D)ama	age	\checkmark	No	Dama	ge Ob	oserv	ed		Mino	r Damag	ge		F	unctic	onal Da	mage		П	wed D	ue to D	Disablir	ig Dam	age
(U6)	M	ost l	Dam	age	d Are	a									(U7 8 -	7) Mos • Othe	t Harn er Nor	nful Eve n-Colli	ent sion							
(U8)	Pr	re C	rash	Ac	ions										(U§	9) Con	tributir	ng Circ	umstar	ices - \	/ehicle)				
16 - (U10	- SI)) S	kide Sequ	uenc	e of	Ever	nts 1									1 - (U'	• Non 10) Se	e quenc	e of Ev	ents 2							
16 -	- 0	the	er No	on-	Collis	sion									(11)	10) Se	auenc	e of Ev	ents 4							
,010	1	Joqu												. –	0	. 0, 00				1						
]Dr _	river	E ast K	licy nov	cle [vn Op	erat	Pedes or	trian		_icens *	e Nun	nber	✓ Act	ive	No	Licen	se 🔄 Susper	Permit nded	State ME	Lice C	nse C	ass E	Indorse	ements	Rest	ictior
DRI\ *	VE	R La	ast N	lam	е				Firs	t Nam	e			M	DF *	RIVER ME*	Addre	ess		·	Cit	iy .		Sta	ate Z	Zip
Citat	tior	n Nu	umbe	er	Pen	ding									Vic	lation	1				Viol	ation 2)			
OWN	NE	R La	ast N	lam	e (sk	ip if s	ame	as Dri	iver)	First N	lame		MI		OV	VNER	Addre	SS			City	,		Sta	te Z	ip
*		river	· Dis	trac	ted R	V									* I		dition	at Time	of Cra	ash						
1 - 1	No	t Di	istra	acte	ed	y									1-	· Appa	arent	ly Nor	mal							
(D3) 19 -	Dr - O	river the	· Act er Co	ions onti	i at Ti ibut	me o ing /	of Cra: Actio	sh 1 n							(D3	3) Driv	er Acti	ions at	Time c	f Cras	า 2					
Alcol	ho Br	l Te eath	st า		√ Urin	Test	Not G	iven Other	Che]Test mical	Refus	ed Jot Fiel	d Sobrietv	or PB		Alcoh	ol Test	t Resul	t Pendi	ng	Alcoh	ol BAC	Resul	t		
Drug	g T	est				Test	Not C	liven]Test	Refus	ed	E	Blood	Dru	ug Tes	st Resu	ult	Po	sitive	1	Vegativ	/e	Pen	ding	
(D4)	N	on N	/loto	rist	_ocat	e ion a	t Tim	other e of C	rash						(D5	5) Non	Motor	rist Acti	on Pric	or to Cr	ash	-				
(D6)		on N	/loto	rist	Action	n at 1	ime o	of Cras	sh 1						(D6	6) Non	Motor	rist Acti	on at T	ime of	Crash	2				
					101101	i at i		i orac) NON		4	on at i			2				
(D7)	Pe	edes	striar	n IVIá	aneuv	ers									(D8	3) Bicy	Clist IV	laneuv	ers							
SEA	F		SON	TYP fat	E 1-D	river,	2-Pas	senger POSITIO	r, 3-P	edestria HER	an, 6-D A RE	river/C BAG DE	Owner, 7- PLOYED	Bicyc	le, 8-l stra	Passen	iger/Ow тем	vner, 24-	Last Kn INJL	own Op Ry Typ	erator 2	25-Last NJURY /	Known AREA	Operate NJUR	or/Owne Y DEGRE	r E
1-Fro	ont	Row nd Ro	1. w 2.	Left	(driver) lle		1-Slee 2-Othe	per Sect r Enclos	tion of sed Ca	Cab (tru argo Are	a 2-No	t Applic t Deplo	able yed	1-N 2-N	ot App one U	licable sed - Mo	tor Vehi	cle Occu	1-An ant 2-Ble	nputation eding		I-Face 2-Head		1-Fatal 2-Incap	acitating	ting
4-Foi 5-Oth	burth burth	Row Row Row	v 4 5	Othe Unk	er nown		4-Traili 5-Ridir	ng Unit q on Mo	otor Ve	ehicle E	4-De (t 5-De	ployed ployed	- Side - Other	3-5 4-S 5-La	houlde ap Beli	r Belt Or t Only Us	nly Used sed	l	4-Bu 5-Co	rns ncussior	4	1-Back 5-Arm(s)		4-Poss 5-No Ir	ible Injury	/
6-Un	nkno	own					(non-tr 6- Unk	ailing un nown	nit)		(kne 6-De	e, air be ployed	əlt,) -	6-R 7-C	estrair hild Re	t Used - estraint -	Other Forward	d Facing	6-Sh 7-Diz	ock zziness	6 7	6-Leg(s) 7-Chest S	Stomach	NJUR	Y INFO S	OURC
2-Fie	ot Ej	=D jecteo ed Par	d rtiallv		HELMI	ET US -Com	E pliant M	otorcycl	le Helr	net	7-De	ployme	ent - Curta	8-C in 9-C 10-I	hild Re hild Re Booste	estraint - estraint - er Seat	Used In	acing icorrectly	9-Cc 10-C	mplaint of	of Pain	9-Entire E	Body	2-Indiv 3-Medi	idual Stat	ement nedica
3-Eje	ecte	ed Tot	tally		3-No H	lelmet	let							11-0	Child I	Restrain	t - Other							Observ	ation	la shac
Persor	on I	Includ	le Driv	ver, F	assen	gers, E	licyclist	and Pe	edestri	ans	Se (M I	ex F.U)	DOB	;	Seat Pos	Seat	Seat Pos	Air Bag	- Ejectec	Restrain	t Helmet	Injury	Injury Type	Injury Area	Inj Info	Amt
.,pe	- L *	Last N k	Name,	Firs	t Name	e, Mi						,, 1 ^	4/04/	52	Row	1	Other	1	1	2		E	1,960		200108	1
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	+																							_		
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Reporting Agency ME0031500	Report 12WI	rt Numbe N-4904	r 0-AC		Crash Date 12/25/2012	Cras 11:	h Time 5 3	At Sce 12/2	ene Date 5/2012	At Sce 11:55	ene Time
City or Town Windham		Stree MAL	t or High LISON F	way FALLS RD)	Ne TL	arest Intersed - Gorham,	cting Stre Windha	et m		Off Roa
	t Intersection to Cra	ash Site	West	Distance	From Nearest Inte	er. Lat	itude		Longitu		
Node 1	Node 2		Veasurer	ment Node	Distance to S	Scene F	Posted Speed	I Limit		n 🗌 No	ot Posted 2
11017	13663		13663		MOes Te	13 18	Miles 30r	Hour	N/A	No	ot Posted 4
(F1) Type of Crash 4 - Intersection Mov	ement				(F2) Type of 6 - Drivewa	Locatic ays	n				
(F3) Weather Condition					(F4) Light Co	ondition					
(F5) Road Grade					(F6) Road Si	urface (Condition				
2 - On Grade					3 - Snow						
(F7) Traffic Control Dev 13 - None	ICE				Traffic Contr	ol Devid	e Operationa	al (pre-cra	ash)?	<u> </u>	Ink
(F8) Location of First Ha	armful Event				Total Damag	ge over	Threshold?				
(F9) Contributing Circur	nstances - Environn	nent 1			(F9) Contribu	uting Ci	rcumstances	- Environ	ment 2		
2 - Weather Condition	ons					3.54					
(F10) Contributing Circu 2 - Road Surface Cou	mstances - Road 1	Snow	Sluch 4	etc.)	(F10) Contrib	outing C	ircumstance	s -Road 2	2		
In or Near a Construction	n, Maintenance, or	Utility Wo	or <u>k Z</u> one	?	Work Zone V	Norkers	Present?	_			
(E11) Location of the Cu	ash related to Work	Yes	✓ No	U	nk (E12) Type o	of Mork	7000	Yes	No	l	Ink
(FIT) LOCATION OF THE CI		LOUG			(r=rz) type o	N VVOIK					
Law Enforcement Prese	ent at Work Zone?		/obiolo O		School Bus I	Related	?	/oc. Indir	octly Involve	ad 🔽	
		cement v	venicie O					res, mun	ectly involve	eu 🗸	סאון
NARRATIVE Unit 1 was traveling was attemping to lea avoid a crash. Unit : into Unit 2 causing c damage.	westbound on M ave a parking are L lost control on f lamage to Unit 2.	allison a after the snov Unit 1	Falls Ro turning wy/icy r did not	ad. Unit around t road and sustain	2 slid any	GIVAW			× N	D	
NARRATIVE Unit 1 was traveling was attemping to le avoid a crash. Unit : into Unit 2 causing o damage.	westbound on M ave a parking are L lost control on t lamage to Unit 2.	lallison va after the snov Unit 1	Falls Ro turning wy/icy r did not	ad. Unit around t road and sustain	2 slid any		Malison Fails Rd	SCALE			
NARRATIVE Unit 1 was traveling was attemping to lea avoid a crash. Unit 1 into Unit 2 causing o damage.	westbound on M ave a parking are L lost control on f lamage to Unit 2.	lallison va after the snov Unit 1	Falls Ro turning wy/icy r did not	aad. Unit around f road and sustain	II Address		Malison Fails Rd	BOALE		State	Zip
NARRATIVE Unit 1 was traveling was attemping to lea avoid a crash. Unit 1 into Unit 2 causing o damage. Witness Last Name Witness Last Name	westbound on M ave a parking are L lost control on t lamage to Unit 2.	lallison the snow Unit 1	Falls Ro turning wy/icy r did not	aad. Unit around t road and sustain	II Address		Malison Fails Rd	500LE ty ty		State	Zip
NARRATIVE Unit 1 was traveling was attemping to lea avoid a crash. Unit 1 into Unit 2 causing o damage. Witness Last Name Witness Last Name Non Vehicle Property D	westbound on M ave a parking are L lost control on t lamage to Unit 2.	lallison the snow Unit 1	Falls Ro turning wy/icy r did not	around f road and sustain	2 CRASH DIA is slid any II II Address II Address		Malison Fails Rd	ty City c	or Town	State JUtilities	Zip Zip
NARRATIVE Unit 1 was traveling was attemping to lea avoid a crash. Unit 1 into Unit 2 causing o damage. Witness Last Name Witness Last Name Non Vehicle Property D Property Owner Name	westbound on M ave a parking are L lost control on t lamage to Unit 2.	First	Falls Ro turning wy/icy r did not	aad. Unit around t road and sustain	2 CRASH DIA is slid any II II Address II Address		Malison Fails Rd	ty ty City of ty	or Town	State JUtilities State	Zip Zip Privat
NARRATIVE Unit 1 was traveling was attemping to lea avoid a crash. Unit 1 into Unit 2 causing o damage. Witness Last Name Witness Last Name Non Vehicle Property D Property Owner Name	westbound on M ave a parking are l lost control on t lamage to Unit 2.	lallison the snow Unit 1	Falls Ro turning wy/icy r did not	around t road and sustain	2 CRASH DIA io slid any II II Address II Address		Malison Fails Rd	ty ty City of City of	or Town	State State Utilities State	Zip Zip Privat Zip
NARRATIVE Unit 1 was traveling was attemping to lea avoid a crash. Unit 1 into Unit 2 causing o damage. Witness Last Name Witness Last Name Non Vehicle Property D Property Owner Name Non Vehicle Property D	westbound on M ave a parking are Lost control on t lamage to Unit 2.	lallison the snow Unit 1	Falls Ro turning wy/icy r did not	around t road and sustain	2 CRASH DIA is slid any any II Address II Address Address Address		Malison Fails Rd	ty ty City c ty City c	or Town	State State Utilities State Utilities State	Zip Zip Privat Zip Zip Zip
NARRATIVE Unit 1 was traveling was attemping to lea avoid a crash. Unit 1 into Unit 2 causing of damage. Witness Last Name Witness Last Name Non Vehicle Property D Property Owner Name Non Vehicle Property D Property Owner Name Reporting Officer	westbound on M ave a parking are Lost control on t lamage to Unit 2.	First	Falls Ro turning wy/icy r did not	And. Unit around f road and sustain	2 CRASH DIA io slid any II II Address II Address Address Address		Malison Fats Rd	ty ty City c ty City c ty	or Town	State State Utilities State Utilities State	Zip Zip Privat Zip Privat Zip

Page 17 of 21 on 12/20/2013, 8:47 AM

Unit I	D		VIN			Licen	se Plat	e :	State	(U1) I	Jnit Tvr	be					11 8/	-9
1	-	Hit Run?	2G1WF5	2E85914904	18	*			ME	1 - Pa	asseng	ger Ca	r					
Nc	o Insurar	nce NAIC		Insurance Co *	mpany	Name					nsuran ¢	ce Poli	icy Nur	mber				
(U2) \		Vake		1			Ve	hicle Y	/ear	(U3	3) Vehi	cle Col	or					
(U4)V	/ehicle C	OLE I Configuration					G	VWR o	or GCW	/R	Gree							
Vehic	le Has C) or More Se	ats ?	НА7МАТ	Placar	hed ?	Ve	< 10),000 lb Fravel I)S. Directio	1	0,001	- 26,00	00 lbs.		> than	26,000 und) Ibs.
VOINO			Yes 🗸 N	5		Yes 🗸 No	[Eas	tbound		Westbo	ound		lot on R	loadwa	iy	Unkr	nowr
(U5) \$ 1 - N	Special I Io Spec	Function Vel	nicle n			Exempt Vehi	cle Er	nerger	ncy Veł	nicle Re	espond	ing to S	Scene	?	Ye	s [No	
Exter	nt of Dan	nage 🗸 N	lo Damage	Observed	Mi	nor Damage		F	unctio	nal Da	mage		To	wed Du	e to Di	sabling	g Dama	age
(U6) ľ	Most Da	maged Area					(U	7) Mos	st Harm	nful Eve	ent							
(118) [Pre Cras	sh Actions					13	3 - Mo 9) Con	tor Ve	ehicle	in Tra	nspor	t /ehicle					
16 -	Skiddir	ng					1	- Non	e				0111010					
(U10) 8 -) Sequer Vent Of	ice of Events f Roadway	s 1 Right				(U	10) Se	quence	e of Ev	ents 2							
(U10)) Sequer	nce of Events	s 3				(U	10) Se	quence	e of Ev	ents 4							
V [Driver	Bicycle	Pedestria	an License	Numbe	er 🖌 Active		o Li <u>ce</u> n	ise 🗌 F	Permit	State	Lice	nse Cl	ass Er	ndorsei	ments	Restri	ctior
DRIV	Last ER Last	Known Ope Name	rator	First Name	;		MI DI		Susper Addre	ided ss	ME	C	Cit	y		Stat	e Z	ip
*							*	ME*	4	-				atter C		2.24		r
Citati	on Num	ber Pendi	ng				Vi	olation	1				Viol	ation 2				
OWN *	IER Last	Name (skip	if same as	Driver) First Na	ame	MI	0\ *	WNER MF*	Addre	SS			City			State	e Zij	р
(D1) [Driver Di	istracted By					(D	2) Con	dition a	at Time	of Cra	ish						
1 - N (173)	lot Dist Swerve	racted Mons Atvolid	ക്രിവുള്ള	Wind Slinn	arv Suu	face Moto	r (D	- Appa 3) Driv	arenti er Acti	y Norr ons at [*]	nal Time o	f Crash	12					
Vehi	cle, Obj	ject, Non-N	1otorist in	Roadway	li y Oui								·					
Alcoh	ol Test Breath	Urine	est Not Give	nTest F ner Chemical T	efused	Field Sobriety or	od PBT)	Alcoh	ol Test	Result	Pendi	ng	Alcoho	DI BAC	Result			
Drug	Test		est Not Give	en Test F	efused	Blo	od Dr	rug Tes	st Resu	ılt	Po	sitive		legative	e	Penc	ling	
(D4) ľ	Non Mot	orist Locatio	n at Time o	f Crash			(D	5) Non	Motor	ist Acti	on Prio	r to Cr	ash					
(D6)	Non Mot	orist Action a	at Time of C	rash 1			(D	6) Nor	Motor	ist Acti	on at T	ime of	Crash	2				
	<u> </u>) (D		1									
(D7) I	Pedestri	an Maneuve	rs				(D	8) BICy	Clist IVI	aneuve	ers							
SEAT	PERSO	N TYPE 1-Driv	er, 2-Passen	ger, 3-Pedestria	n, 6-Drive A RBAG	er/Owner, 7-Bio	ycle, 8-	-Passer	nger/Ow	ner, 24-	Last Kn INJU	own Op RY TYPE	erator 2	25-Last k	Known C REA	Dperator NJURY	Owner	=
1-From 2-Sec	nt Row cond Row	1-Left (driver) 2-Middle	1-Sleeper 2-Other Er	Section of Cab (true closed Cargo Area	k)1-Not A 2-Not D	oplicable eployed	I-Not Ap 2-None L	plicable Jsed - Mo	otor Vehic	cle Occup	1-Am ant 2-Ble	putation eding	1	-Face -Head		1-Fatal 2-Incapa	citating	_
3-Thir 4-Fou	rd Row Irth Row	3-Right 4-Other	3- Unenclo 4-Trailing U	sed Cargo Area Jnit Motor Vobiolo Ext	3-Deplo 4-Deplo 5-Deplo	yed - Front ; yed - Side , , , , , , , , , , , , , , , , , , ,	3-Should 1-Should	er and La er Belt O	ap Belt U nly Used	sed	3-Bro 4-Bu 5-Co	oken Bon rns ncussion	es 3 4	-Neck -Back -Arm(s)		3-Nonin 4-Possit	capacitati Ile Injury	ing
6-Unk	nown	3-OTIKIOWI	(non-trailin 6- Unknow	g unit) n	(knee, a 6-Deplo	ir belt,) yed -	6-Restrai 7-Child R	nt Used - testraint -	- Other - Forward	Facing	6-Sh 7-Diz	ock ziness	6 7	6-Leg(s) 2-Chest St	omach	NJURY	INFO SC	OURC
EJEC 1-Not	TED Ejected	HELMET	USE ompliant Motor	cycle Helmet	Combin 7-Deplo	ation g yment - Curtain g	3-Child R 9-Child R	estraint -	Rear Fa	cing correctly	8-Ab 9-Co	rasion/Br mplaint o	uises 8 f Pain 9	8-Internal 9-Entire Bo	ody	1-Officer 2-Individ	Observa	ation ment
2-Ejec 3-Ejec	cted Partial cted Totally	ly 2-Other H 3-No Hel	Helmet met	-)			10-Boost 11-Child	er Seat Restrain	it - Other		10-0	ther	1	0-Other		3-Medica Observa	al, Param tion	nedica
Person	Include D	river, Passenge	rs, Bicyclist, and	Pedestrians	Sex		Seat	Seat	Seat	Air Bag		Restrain	- t Helmet	Iniury	AMB C	ODES -	see code Ini Info	shee
Туре	Last Nam	ne, First Name,	Mi		(M,F,U)	DOB	Pos Row	Pos	Pos Other	Deployed	Ljected	System	Use	Degree	Туре	Area	Source	Code
6	*				м	07/13/83	1	1		2	1	3		5			2	1
					_													
														1 1			1	

Page 18 of 21 on 12/20/2013, 8:47 AM

Unit IL	D		lit R	un?	VIN	10 4 2 0	C755	00500	•		Licens	se Plat	е	State	(U1) U	Jnit Typ	be	-					
				NAIC	JIF	IBA3U	G/55 Insura	nce Cor	2 npany	Name	*			ME	ב ין - ב ן וו	nsuran	ce Poli	icy Nui	mber				
No	Ins	suran	ce				*		1 5						*	ĸ		,					
(U2) V 41 - I	/ehi I FY	icle N	ake									Ve	hicle \	/ear	(U3	3) Vehi - Whi	cle Col	or					
(U4)V	ehio	cle C	onfig	uration								G١	VWR c	or GCW	/R								
. ,			-										< 10),000 lk	S.		0,001	- 26,00	00 lbs.		> than	26,000) Ibs.
Vehicl	le H	las 9	or N	ore Se	ats ? Yes	No	H	AZMAT	Placar	ded ? Yes	No	Ve	ehicle ⁻ □Fas	Fravel I thound	Directio	n [Westh	_Nortl	hboun I	d Iot on I	S swbcoS	outhbo	und Unk	าดพr
(U5) S	Spe	cial F	unct	ion Veh	nicle					Exem	ipt Vehi	cle En	nerger	ncy Veł	nicle Re	espond	ing to \$	Scene	?		<u>-</u> , [
1 - No	o S	pecia	al Fu	Inctio	n]										Ye	S	No	
Exten	t of	Dam	age		lo Dai	mage (Observ	ed	✓М	inor Da	amage			Functio	nal Dar	mage		To	wed D	ue to D	isablin	g Dam	age
(U6) N	Nos	t Dan	nage	d Area								(U	7) Mos	st Harm	nful Eve	ent		_					
11 - F (118) F	Pro I	nt D Crash		r Corn	er							13	3 - Mo 9) Cor	tor Ve	chicle i	in Tra Imstan	nspor	t /ehicle					
30 - C	Oth	er V	ehic	le Act	ion							1	- Non	e	ig onoc	inotan	000 0	CINOIC					
(U10)	Se	quen	ce of	Events	s 1							(U	10) Se	equence	e of Eve	ents 2							
21 - r (U10)	Se	quen	enic ce of	Events	s 3	sport						(U	10) Se	quence	e of Eve	ents 4							
()												、 -	- /										
	Drive	er Last	Bicyc	le 🗌	Peo	destria	n 🗌 🛛	_icense *	Numb	er 🗸	Active	Nc	Licer	ise 🗌 F Susper	Permit	State MF	Lice	nse Cl	ass E	indorse	ments	Restr	ctior
DRIVE	ER	Last I	Vam	e e	Tator		Firs	t Name				MI DF	RIVER	Addre	SS			Cit	y		Sta	te Z	ip
*	N	L		Davadi								*	ME*	4				Vial	ation 0				
Citatio	on r	amp	er	Pendil	ng							VIC	Diation	1				VIOI	ation 2				
OWNE	ER	Last	Vam	e (skip	if san	ne as D	Priver)	First Na	me	Ν	11	OV	NNER	Addre	SS			City			Stat	e Zi	р
* (D1) Г	Drive	er Die	trac	ted By								* (D)	ME* 2) Cor	dition :	at Time	of Cra	ish						
1 - No	ot I	Distr	acte	ed by								1	- App	arentl	y Norr	nal							
(D3) D	Drive	er Ac	tions	at Tim	e of C	rash 1						(D	3) Driv	ver Acti	ons at -	Time o	f Crash	1 2					
Alcoho	o C ol T	est	Dut		est No	t Giver	n 🗆	Test R	efused		Bloo	od 🗖		- T 4	Desult	Davadi		Alcoho	DI BAC	Result			
В	Brea	ith		Urine	[Oth	er Che	mical T	est (Not	Field Sc	obriety or	PBT)	Alcon	orrest	Result	Penal	ng						
Drug	les	t		Urine	est No	ot Giver	n L er	Test R	efused		Bloo	od Dr	ug les	st Resu	llt	Po	sitive	1	Vegativ	/e	Pend	ding	
(D4) N	Von	Moto	rist I	ocatio	n at T	ime of	Crash					(D	5) Nor	n Motor	ist Actio	on Pric	r to Cr	ash					
	Jon	Moto	rict	Action	at Tim		och 1					(D)	6) Nor	Motor	iet Activ	on at T	ime of	Crash	2				
(D0) N	NOIT	WOLC	11517		at 1111		asii i						0) 1101	INOLOI	ISI ACIN	Jirati	ine or	Clash	2				
(D7) P	Pede	estria	n Ma	aneuve	rs							(D	8) Bicy	/clist M	aneuve	ers							
	PEF	RSON	TYP	E 1-Driv	er, 2-F	asseng	er, 3-P	edestrian	, 6-Driv	er/Own	er, 7-Bio	ycle, 8-	Passer	nger/Ow	ner, 24-	Last Kn	own Op	erator 2	25-Last	Known (Operato	r/Owne	
SEAT		V S	SEAT	POSITIO	N SE	AT POSI	TION OT	HER	A RBAG	G DEPLO	OYED I		NT SYS	TEM		INJU 1-Am	RY TYPE	E 1	NJURY A	AREA	NJURY 1-Fatal	DEGRE	E
2-Seco 3-Third	ond F	Row 2 w 3	2-Mida 3-Riah	lle t	2-C 3- l	ther Enc Jnenclos	losed Ca ed Cargo	argo Area Area	2-Not D 3-Deplo	eployed yed - Fr	ont	-None U -Shoulde	Ised - Mo er and La	otor Vehic	cle Occup sed	ant 2-Ble 3-Bro	eding oken Bon	es 3	-Head B-Neck		2-Incapa 3-NonIr	acitating capacitat	ing
4-Four 5-Othe	rth Ro er Ro	ow 4	-Othe i-Unki	er nown	4-T 5-₽	railing Ui Riding on	nit Motor Ve	ehicle Ext	4-Deplo 5-Deplo	yed - Si yed - Ot	de 2 ther e	-Shoulde -Lap Bel	er Belt C It Only U	nly Used sed		4-Bu 5-Co	rns ncussion	4	-Back -Arm(s)		4-Possil 5-No Inj	ble Injury ury	
6-Unkr	nown	1			(no 6- เ	n-trailing Jnknown	unit)		(knee, a 6-Deplo	air belt, yed -	.) (-Restrain -Child R	nt Used estraint	- Other - Forward	Facing	6-Sh 7-Diz	ock ziness	6 7	6-Leg(s) 7-Chest S	stomach	NJURY	INFO S	OURC
1-Not E	Eject	ed Partially		HELMET 1-DOT-C	USE ompliar	t Motorcy	cle Helr	net	7-Deplo	yment -	Curtain	-Child R -Child R	estraint estraint	- Rear Fa - Used In	correctly	9-Co 10-O	mplaint o	f Pain 9	-Entire E	lody	2-Individ	dual State	ement
3-Eject	ted T	otally		2-Other F 3-No Heli	net							1-Child	Restrair	nt - Other					o o u loi		Observa	ation	·····
Person	Incl	ude Dr	ver, F	assenger	rs, Bicyd	clist, and	Pedestri	ans	Sex			Seat	Seat	Seat	Air Bag		Restrain	_ t Helmet	Iniurv	AMB (<u>SODES</u>	see cod	e shee Amb
Туре	Las	t Name	, Firs	t Name,	Mi				(M,F,U) [JOB	Pos Row	Pos	Pos Other	Deployed	⊨jected	System	Use	Degree	Type	Area	Source	Code
6	*								м	03/	25/45	1	1		2	1	3		5			2	1
										<u> </u>													
																					ļi		

Page 19 of 21 on 12/20/2013, 8:47 AM

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Reporting Agency ME0031500	1	Report Numb	oer 772-AC		Crash Date 12/25/2012	Crash Time 12:05	At Sci 12/2	ene Date 5/2012	At Sce 12:19	ne Time
City or Town Vindham		Stre MA	et or High	way ALLS RD)	Nearest Int TL - Gorha	ersecting Stre am, Windha	eet Im		Off Roa
Direction FROM Neare	st Intersection	to Crash Site	e West	Distance 309	From Nearest Inter	¹ . Latitude s 43.72824	0	Longitu	ude 20080	
lode 1	Node 2		Measurer	nent Node	Distance to Se	cene Posted S	peed Limit	Unknow	n 🗌 No	t Posted 2
. 1017 =1) Type of Crash	13663		13663		(F2) Type of I	2hs Miles	35r Hour	N/A	No	t Posted 4
' - Went Off Road					2 - Curved	Road				
F3) Weather Conditior	1				(F4) Light Co	ndition				
F5) Road Grade					(F6) Road Su	rface Conditior	1			
2 - On Grade	vice				3 - Snow		tional (pro. cr	ach)?		
L3 - None	lice					Device Opera			U	nk
F8) Location of First H	armful Event				Total Damage	e over Thresho	ld?	Vaa		
F9) Contributing Circu	mstances - Env	vironment 1			(F9) Contribu	ting Circumstar	nces - Enviror	nment 2		
2 - Weather Conditi	ons					3				
F10) Contributing Circ	umstances - Ro	Dad 1		tc)	(F10) Contrib	uting Circumsta	ances -Road :	2		
n or Near a Constructi	on, Maintenand	e, or Utility V	Vork Zone	?	Work Zone W	/orkers Presen	t?			
		Yes	✓ No	U	nk		Yes	No	U	nk
F11) Location of the C	rash related to	Work Zone			(F12) Type of	Work Zone				
aw Enforcement Pres	ent at Work Zo	ne?			School Bus R	Related?				1
Officer Prese	ent Law	Enforcement	Vehicle O	nly	No Yes, Dire	ectly Involved	Yes, Indi	rectly Involve	ed 🗸	No
VARRATIVE Jnit 1 westbound o cy packed snow, ur crossed over into th juardrail as it left t	n Mallison Fa ntreated. Uni e opposite la he road.	lls Rd. Roa it 1 descen ne, and str	ad conditi ding a hil ruck the e	ons wer I in a cur nd of a	ve			Not to Sc	ALE	
VARRATIVE Unit 1 westbound o cy packed snow, ur crossed over into th guardrail as it left t	n Mallison Fa ntreated. Uni e opposite la he road.	IIs Rd. Roa it 1 descen ne, and str	ad conditi ding a hil ruck the e	ons wer l in a cur nd of a	e ve	Malison Fails (Rd	Rais	Ouardrail		
VARRATIVE Unit 1 westbound o icy packed snow, ur crossed over into th guardrail as it left t	n Mallison Fa ntreated. Uni le opposite la he road.	lis Rd. Roat it 1 descen ne, and str	ad conditi ding a hil ruck the e	ons werd in a cur nd of a	e ve IIAC	Malison Falls Rd	Rais	Outroad	State	Zip
NARRATIVE Unit 1 westbound o icy packed snow, ur crossed over into th guardrail as it left t Witness Last Name	n Mallison Fa ntreated. Uni e opposite la he road.	First	ad conditi ding a hil ruck the e	ons werd in a cur nd of a	e ve locasi biad	Matison Fails Rd	City	ADT TO SO Guardral	State State	Zip
NARRATIVE Unit 1 westbound o icy packed snow, ur crossed over into th guardrail as it left t Witness Last Name Witness Last Name	n Mallison Fa ntreated. Uni e opposite la he road.	IIS Rd. Roat I descention and straine, and s	ad conditi ding a hil ruck the e	ons wer l in a cur nd of a	e ve ve	Matison Fails Rd	City City City City	Or Town	State Utilities	Zip Zip
VARRATIVE Unit 1 westbound o icy packed snow, ur crossed over into th guardrail as it left t Witness Last Name Witness Last Name Non Vehicle Property D Property Owner Name	n Mallison Fa ntreated. Uni e opposite la he road.	First	ad conditi ding a hil ruck the e	ons werd in a cur nd of a	e Ve Ve Address	Matison Falls Rd	City City City City City	Out TO SO Guardral red Railroad Bridge	State Utilities State	Zip Privat Zip
NARRATIVE Unit 1 westbound o icy packed snow, ur crossed over into th guardrail as it left t Witness Last Name Witness Last Name Von Vehicle Property E Property Owner Name	n Mallison Fa ntreated. Uni e opposite la he road.	First First otion	ad conditi ding a hil ruck the e	ons werd l in a cur nd of a	e Ve Ve Van Diac ve I Address I Address Address	Malison Falls Rd	City City City City ate City City City	Or Town	State Utilities Utilities Utilities	Zip Zip Privat Zip
NARRATIVE Unit 1 westbound o icy packed snow, ur crossed over into th guardrail as it left t Witness Last Name Witness Last Name Non Vehicle Property E Property Owner Name	n Mallison Fa ntreated. Uni e opposite la he road.	First First otion	ad conditi ding a hil ruck the e	ons werd l in a cur nd of a	e Ve Ve Van Diac ve Ve Ve Ve Ve Ve Ve Ve Ve Ve Ve Ve Ve Ve	Matison Falls Rd	City City City Ate City City Ate City City	Or Town	State Utilities State Utilities State State	Zip Zip Privat Zip Drivat
NARRATIVE Unit 1 westbound o icy packed snow, ur crossed over into th guardrail as it left t Witness Last Name Witness Last Name Von Vehicle Property E Property Owner Name Von Vehicle Property E	n Mallison Fa ntreated. Uni le opposite la he road.	First First otion	ad conditi ding a hil ruck the e	ons werd I in a cur ind of a	e Ve Ve Address Address Address		City City City Ate City City City City City City	Or Town	State Utilities State Utilities State	Zip Zip Priva Zip Priva Zip

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Unit I	ID		10.1			VIN	1					Licen	se Plat	e :	State	(U1) L	Jnit Tyr	be						-0
1	L		HIT H	Run?		JF2S	H6CC	4AH 9	15982	2		*			ME	2 - (5	port)	Utilit	y Vehi	icle				
No	o In	surar	се	NAI	С		lr *	nsurar	ice Con	npany	Name						nsuran ¢	ce Pol	icy Nu	mber				
(U2) \	Veł	nicle M	/lak	e									Ve	hicle \	/ear	(U:	3) Vehi	cle Co	lor					
(U4)\	SU Veh	ICLE C	J onfi	gurat	on								G	/WR c	or GCV	/R	Blue							
<u> </u>														< 10),000 lk	os.		0,001	- 26,00	00 lbs.		> than	26,000) lbs.
Vehic	cle I	las 9	or	vlore	Seat Ye	s? es 🔽	No	HA	ZMAT	Placar	ded ? Yes	✓ No		Eas	Fravel tbounc	Directic	n Westb	_Nort	hboun N	d lot on	Roadwa	Southbo	ound Unk	nowr
(U5) \$	Spe	ecial F	und	tion	/ehic	le	_				Exem	ot Veh	icle Er	nerger	ncy Vel	hicle Re	espond	ling to	Scene	?		<u> </u>		
1 - N Exter	nt o	f Dan	al f age	unc	lon	D			1													es [
(110) 1	Max					Dama	age Oi	oserve	a		inor Da	amage	// /			nal Da	mage			wed D	ue to D	Isabiin	g Dama	age
(06) I 10 -	Fro	Most Damaged Area Front Driver Quarter I Pre Crash Actions ollowing roadway			r Par	nel						(U 28	7) Mos 3 - Gu	st Harn ardra i	il End	ent								
(U8) I	Pre	Most Damaged Area Front Driver Quarter I Pre Crash Actions ollowing roadway										(U	9) Cor	tributir	ng Circu	umstan	ices - \	/ehicle	•					
1 - F	Front Driver Quarter F Pre Crash Actions ollowing roadway) Sequence of Events 1										1	- Non	e	e of Ev	onts 2									
9 - W	Pre Crash Actions ollowing roadway Sequence of Events 1 Vent Off Roadway Left			eft							36	5 - Gu	ardra	il End										
(U10)) Se	equer	се	of Eve	ents 3								(U	10) Se	quenc	e of Ev	ents 4							
√ [Dri∖	ver	Bicy	cle [Pede	strian		icense	Numbe	er 🗸	Active	e 🗌 No	Li <u>ce</u> n	se	Permit	State	Lice	nse Cl	ass E	Endorse	ements	Restr	ctior
		Last	Kno	wn C	pera	tor		First	Name						Susper Addre	nded	ME	C	Cit		0	Sta	0 to 7	in
*		Luot	ivai					1110	Turne				*	ME*	/ taulo					. y		Old		IP
Citati	ion	Numl	ber	Pe	nding								Vi	olation	1				Viol	ation 2	2			
OWN	IER	Last	Nar	ne (s	kip if	same	as Dr	iver) I	First Na	me	M		0\	VNER	Addre	SS			City	r		Stat	e Zi	р
* (D1)	Driv	or Di	etra	cted	3.7								*	ME*	dition	at Time	of Cra	sch						
<u>1 - N</u>	lot	Dist	act	ed	<i></i>								1	- App	arent	y Nori	nal							
(D3) 0 _ D	Driv		tior	s at⊺ ∋et I	ime	of Cra	ish 1						(D	3) Driv	er Acti	ons at	Time o	f Crasl	า 2					
Alcoh	nol	Test]Tes	Not (Given		Test Re	efused	[Blo	od	Alcoh	ol Tesi	Result	Pendi	na	Alcoho	ol BAC	Result			
	Bre	ath		Uri	ne I T aa	Not	Othe	r Chei	nical Te	St (Not	Field Sol	briety or				11+	T CHU	iig						
Diug	Tes	51		Uri	ne		Othe	r	Test Re	lusea	l	DI0		ug rea	SI KESI	un	Po	sitive		Vegativ	ve	Pen	ding	
(D4) I	Nor	n Mot	orist	Loca	tion	at Tim	e of C	rash					(D	5) Nor	Motor	rist Acti	on Pric	or to Cr	ash					
(D6) I	Nor	n Mot	orist	Actio	n at	Time	of Cra	sh 1					(D	6) Nor	Motor	rist Acti	on at T	ime of	Crash	2				
(רכח)	Dee	lootri		lonoi									(D		(aliat N									
(07)1	rec	estil		laneu	vers								(D	o) dicy	Clist IV	laneuve	15							
	PE	RSON	I TY	PE 1-	Driver	2-Pas	senge	r, 3-Pe	destrian	6-Driv	er/Owne	er, 7-Bi	cycle, 8-	Passer	nger/Ow	ner, 24-	Last Kn	own Op	erator 2	25-Last	Known	Operato	r/Owne	
SEAT 1-From	nt Ro	W W Bow	SEA 1-Lei	t (drive	r)	1-Slee	POSITI eper Sec	CN OT	HER Cab (truck)1-Not A	pplicable	TED	1-Not Ap	NI SYS			1-Arr	putation	= 1	I-Face	AKEA	1-Fatal		E
3-Thir 4-Fou	rd Ro	20W	2-1010 3-Ri(4-∩tl	ht ht		3- Une 4-Trai	enclosed	d Cargo	Area	3-Deplo 4-Deplo	yed - Fro	ont le	3-Should	er and La	ap Belt U	sed	3-Bro 4-Bu	oken Bon rns	es 3	3-Neck 1-Back		3-NonIr 4-Possi	icapacitat	ing
5-Oth	er R	ow	5-Un	known		5-Ridi	ng on M railing u	lotor Ve nit)	hicle Ext	5-Deplo (knee, a	yed - Oth air belt,)	ner	5-Lap Be 6-Restrai	t Only U	sed Other		5-Co 6-Sh	ncussion ock	6	5-Arm(s) 5-Leg(s)		5-No Inj	jury	
EJEC	TED				45711	6- Unł	known	,		6-Deplo Combin	yed - ation		7-Child R 8-Child R	estraint -	- Forward	d Facing	7-Diz 8-Ab	ziness rasion/Br	7 uises 8	7-Chest & 3-Interna	Stomach I	NJURY 1-Office	INFO Serv	OURC ation
1-Not 2-Fier	t Ejeo cted	ted Partiall	v	1-DC	T-Com	pliant №	lotorcyc	le Helm	et	7-Deplo	yment - (Curtain	9-Child R	estraint -	- Used In	correctly	9-Co 10-O	mplaint c ther	of Pain 9	-Entire B	Body	2-Individ 3-Medic	dual State	ment
3-Ejeo	cted	Totally		2-01 3-No	Helme	t							11-Child	Restrain	it - Other							Observa	ation	
Person	, Inc	lude D	river,	Passe	ngers,	Bicyclist	t, and P	edestria	ns	Sex			Seat	Seat	Seat	Air Bag		Restrain	 t Helmet	Iniury	AMB		see cod	e shee Amł
Туре	La	st Nam	e, Fi	rst Nar	ne, Mi					(M,F,U) D	OB	Pos Row	Pos	Pos Other	Deployed	Liected	System	Use	Degree	e Type	Area	Source	Cod
1	*									F	03/0)8/93	1	1		2	1	3		5			2	1
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	1																							
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Page 21 of 21 on 12/20/2013, 8:47 AM

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

Maine Department Of Transportation - Traffic Engineering, Crash Records Section Crash Summary I

				Nodes										
Node	Route - MP	Node Description	U/R	Total		Injur	y Cra	shes		Percent	Annual M	Crash Rate	Critical	CRF
				Crashes	Κ	А	В	С	PD	Injury	Ent-Veh	oraon nato	Rate	ora
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
											Sta	tewide Crash Ra	te: 0.13	
Study \	'ears: 3.00	N	ODE TOTALS:	20	0	1	5	1	12	35.0	4.441	1.50	0.35	4.33

2	2010-2458C	STA	TE OF N	JAINE	CRAS	H REF	PORT			FIRS	T PAGE
R	Reporting Agency 1E0030400	Report Numl 10GOR-25-	ber AC	Cra 1/ 1	sh Date 4/2010	Crash 12:00	Time	At Scene I L/14/20	Date 10	At Scer 12:08	ne Time
C G	City or Town Gorham	Stre 69	eet or Highwa 8 GRAY RD	У		Near	est Intersecting	g Street			Off Road
C	Direction FROM Nearest Intersection	n to Crash Site	e Di West	stance Fror	Nearest Int	er. Latit	ude		Longitud	le	
N	Iode 1 Node 2		Measureme	nt Node	Distance to	Scene Pc	sted Speed Lir	nit 🔲 (Jnknown	Not	Posted 25
1	L5714 0		15714		MOes T (F2) Type o	enths f Location	Miles 15 r Ho	ur 🔤 l	N/A	Not	Posted 45
4	- Intersection Movement				21 - Traff	c Circle/	Roundabout				
(F	F3) Weather Condition L - Clear				(F4) Light C 1 - Daylig	Condition ht					
(F5) Road Grade				(F6) Road S	Surface Co	ondition				
∎ (F7) Traffic Control Device				Traffic Con	trol Device	Operation <u>al (</u> p	re-crash)	?		
6	5 - Yield Sign				Total Dama	ao ovor T	hrochold?	(es	No	Ur	nk
(1	ro) Location of First Hamilui Event				Total Dama	ige over T	nreshold?	✓ Yes		No	
(F9) Contributing Circumstances - E	nvironment 1			(F9) Contrib	outing Circ	umstances - Ei	nvironmer	nt 2		
(F10) Contributing Circumstances -	Road 1			(F10) Contr	ibuting Cir	cumstances -R	oad 2			
Ir	n or Near a Construction, Maintena	nce, or Utility \ \Ves	Nork Zone?	Unk	Work Zone	Workers F	Present?	(es [No	□Ur	nk
(F	F11) Location of the Crash related t	o Work Zone			(F12) Type	of Work Z	one				
L	aw Enforcement Present at Work Z	ione?	t Vehicle Only		School Bus	Related?	olved Ves	Indirectly	/ Involved		No
					Ne R	Avail Strater Avail Strater Inter 237 Inter 237 Inter 237 Oray Road Route 202 Inter 202		Moshi Rout	ar Road e 237		
∨ *	Vitness Last Name	First		MI	Address * ME*		City		S	tate	Zip
۷ *	Vitness Last Name	First		MI	Address * ME *		City		S	tate	Zip
Ν	Ion Vehicle Property Damage Desc	ription					State	City or To	own	Utilities	Private
Ρ	Property Owner Name				Address		City		S	tate	Zip
Ν	Ion Vehicle Property Damage Desc	ription					State	City or To	own	Utilities	Private
Ρ	Property Owner Name				Address		City		S	tate	Zip
R	Reporting Officer		Badge# G104	Report Da 1/18/20	te 10	Approved MAILMA	By N, ROBERT		Ap 1	proved	Date 10
M	laine Department of Public Safety	/		, _, Pa			,	Form 13	3:20A Re	vised Ja	anuary 201

Last Modified: 1/18/2010 13:30

Page 3 of 59 on 12/20/2013, 8:43 AM

10GOR-25-AC	STATE O	FMAIN	E CR	ASH	REP	ORT			ι	JNIT F	PAG
Unit ID 1 Hit Run?	/IN VDBRF92H06F766487	License I *	Plate	State ME	(U1) Unit T 1 - Passe	Type Enger Ca	ar				
No Insurance NAIC	Insurance Company Na	ame			Insur *	ance Pol	icy Num	ber			
(U2) Vehicle Make			Vehicle	Year	(U3) Ve	ehicle Co	lor				
(U4)Vehicle Configuration			GVWR	or GCW	R						
Vehicle Has 9 or More Seats	? HAZMAT Placarde	ed ?	Vehicle	0,000 lb: Travel D	s.	_10,001	- 26,000) lbs.	> th	an 26,0	00 lbs.
	s No Y	es No	Eas	stbound	Wes	tbound		ot on R	oadway	Un	knowr
1 - No Special Function Vehicle	e E	xempt Vehicle	Emerge	ncy ven	icie Kespo	naing to	Scene ?		Yes	No	
Extent of Damage No I	Damage Observed	or Damage	\checkmark	Functior	nal Damag	е	Tow	ed Du	e to Disab	ling Dar	nage
(U6) Most Damaged Area			(U7) Mo	st Harm	ful Event						
(U8) Pre Crash Actions			(U9) Co	ntributin	g Circumst	ances - \	/ehicle				
11 - Stopped in traffic (U10) Sequence of Events 1			1 - Nor	equence	of Events	2					
			(0.0) 0								
(U10) Sequence of Events 3			(U10) S	equence	of Events	4					
Driver Bicycle	Pedestrian License Number	✓ Active	No Lice	nse 🗌 P Suspen	ermit Stat	e Lice C	ense Cla	ss Er	ndorsemer	nts Res	trictior
DRIVER Last Name	First Name	MI	DRIVER	R Addres	S	1-	City	I	5	State	Zip
Citation Number Pending[★ ME* Violatior	n 1			Violat	tion 2			
OWNER Last Name (skip if s	same as Driver) First Name	MI	OWNER	Addres	s		City			tate	Zip
*			* ME*				Only			iato i	-12
(D1) Driver Distracted By			(D2) Co 1 - App	ndition a	Normal	Jrash					
(D3) Driver Actions at Time o 3 - Failed to Yield Right-	of Crash 1		(D3) Dri	ver Actio	ons at Time	e of Cras	h 2				
Alcohol Test	Not Given Test Refused	Blood	Alcol	nol Test	Result Per	nding	Alcohol	BAC F	Result		
Drug Test _ Test	Not Given Test Refused	Blood	Drug Te	st Resu	t 🗖	Positiva		anative		anding	
(D4) Non Motorist Location a	Other t Time of Crash		(D5) No	n Motori	st Action P	rior to Ci	ash	Janve	,	shung	
	Time of Orech 4		(DC) No	- Matari		• Time of	Orech 0				
(D6) Non Motorist Action at 1	Ime of Crash 1		(D6) NO	n iviotori	st Action a	t Time of	Crash 2	<u></u>			
(D7) Pedestrian Maneuvers			(D8) Bic	yclist Ma	aneuvers						
PERSON TYPE 1-Driver,	2-Passenger, 3-Pedestrian, 6-Driver/	Owner, 7-Bicycl	e, 8-Passe	nger/Owr	ner, 24-Last	Known Op	perator 25	-Last K	nown Oper	ator/Own	er
1-Front Row 1-Left (driver) 2-Second Row 2-Middle	1-Sleeper Section of Cab (truck)1-Not Appl 2-Other Enclosed Cargo Area 2-Not Dep	licable 1-No loyed 2-No	of Applicable one Used - N	lotor Vehicl	1- e Occupant 2-	Amputation Bleeding	1-F 2-H	Face Head	1-Fa 2-In	tal	g
3-Third Row 3-Right 4-Fourth Row 4-Other 5-Other Row 5-Lloknown	3- Unenclosed Cargo Area 4-Trailing Unit 5-Biding on Motor Vehicle Ext 5-Deploye	d - Front 3-Sh d - Side 4-Sh d - Other 5-La	oulder and L oulder Belt (p Belt Only I	ap Belt Us Only Used	ed 3- 4- 5-	Broken Bor Burns Concussior	1es 3-1 4-E 1 5-4	Neck Back Arm(s)	3-No 4-Po 5-No	onIncapaci ossible Inju o Injury	ating ry
6-Unknown	(non-trailing unit) (knee, air l 6- Unknown 6-Deploye	oelt,) 6-Re d - 7-Ch	estraint Used	- Other - Forward	6- Facing 7-	Shock Dizziness	6-L 7-C	Leg(s)	omach NJL		SOURC
2-Ejected Partially 2-Other Helm	E Contonnation bliant Motorcycle Helmet 7-Deploym	ient - Curtain 9-Ch 10-E	hild Restraint hild Restraint Booster Seat	- Rear Fac - Used Inc	orrectly 9. 10	Complaint of Other	of Pain 9-E	Entire Bo Other	dy 2-In 3-M	dividual Sta edical, Para	atement
3-Ejected Totally 3-No Helmet		11-C	child Restrai	nt - Other					Obs AMB CODI	ervation ES - see co	de shee
Person Include Driver, Passengers, B Type Lost Name First Name Att	icyclist, and Pedestrians Sex (M,F,U)	DOB F	Seat Seat Pos Pos	Seat Pos	Air Bag Deployed Ejec	ted Restrain System	nt Helmet Use [Injury Degree	Injury Inju Type Are	ry Inj Info a Source	o Amb
1 *	F	04/29/55	1 1		1	. 3		5		2	
										_	

Page 4 of 59 on 12/20/2013, 8:43 AM

10G	UR-25-AC				N L Plat		State							UN		٩G
2	Hit Run?	2G1WL52M9V91133	70	*	71 100	6	ME	1 - P a	asseng	ger Ca	r					
N	o Insurance NAIC	Insurance Co *	mpany N	ame				 	nsuran K	ce Pol	icy Nur	mber				
(U2)	Vehicle Make	- I			Ve	hicle Y	'ear	(U3	3) Vehi	cle Col	lor	they				
U4)\	Vehicle Configuration				G\	/WR o	r GCW	/R	Purp	le, Ora	nge,u	uner				
Vehir	cle Has 9 or More Sea	ts ? HAZMAT	Placarde	2 d 2	Ve	< 10 hicle T	,000 lb)S. Directio	1	0,001	- 26,00	00 lbs.		> than	26,000) Ibs.
vonit		es No	Y	es No		East	bound		Westbo	ound		lot on F	Roadwa	ay	Unkr	nowr
(U5) 1 - N	Special Function Vehi	cle	E	xempt Vehic	le En	nergen	icy Veł	nicle Re	espond	ing to	Scene	?	Ye	es [No	
Exter	nt of Damage	o Damage Observed	Mine	or Damage		√ F	unctio	nal Da	mage		To	wed Du	ue to D	isabling	g Dama	age
(U6)	Most Damaged Area				(U	7) Mos	t Harm	nful Eve	ent							
(U8)	Pre Crash Actions				(U!	9) Con	tributin	ng Circu	umstan	ces - \	/ehicle					
1 - F	following roadway	4			1.	- None	e		a rata O							
(010)	J Sequence of Events	I			(0)	10) 56	quence	UT EV	ents 2							
(U10)) Sequence of Events	3			(U	10) Se	quence	e of Ev	ents 4							
\checkmark			Number	✓ Active	No	Licen	se	Permit	State	Lice	nse Cl	ass E	ndorse	ments	Restri	ctior
DRIV	ER Last Name	ator First Nam	9	N	11 DF		Addre	ss	ME		Cit	y y		Sta	te Z	ip
*	ion Number Pendin				*	ME*	1				Viol	ation 2				
Onan		9				Jation	1				VIO					
OWN *	IER Last Name (skip i	f same as Driver) First N	ame	MI	0V *	WNER ME*	Addres	SS			City			Stat	e Zij	р
(D1)	Driver Distracted By				(D:	2) Con	dition a	at Time	e of Cra	ish						
(D3)	Driver Actions at Time	e of Crash 1			(D:	3) Driv	er Acti	ons at	Time o	f Crasł	า 2					
Alcoł	nol Test	st Not Given Test F	Refused	Bloo							Alcoho	ol BAC	Result			
	Breath Urine	Other Chemical	est (Not Fi	eld Sobriety or Pl	BT)	Alcoho	ol Test	Result	Pendi	ng						
Drug		St Not Given	efused	Blood		ug res	st Resu	lit	Po	sitive		Vegativ	e	Pend	ding	
(D4)	Non Motorist Location	at Time of Crash			(D:	5) Non	Motor	ist Acti	on Pric	or to Cr	ash					
(D6)	Non Motorist Action a	t Time of Crash 1			(D	6) Non	Motor	ist Acti	on at T	ime of	Crash	2				
(D7)	Pedestrian Maneuver	6			(D	8) Bicy	clist M	aneuve	ers							
	PERSON TYPE 1-Drive	r. 2-Passenger. 3-Pedestria	n. 6-Driver	Owner. 7-Bicv	cle. 8-	Passen	aer/Ow	ner. 24-	Last Kn	own On	erator 2	25-Last	Known (Operato	r/Owner	
SEAT	ROW SEAT POSITION	SEAT POSITION OTHER	A RBAG E	EPLOYED RE	ESTRA	NT SYS	TEM		INJU 1-Am	RY TYPE	≣ I 1	NJURY A	REA	NJURY 1-Fatal	DEGRE	Ξ
2-Sec 3-Thi	cond Row 2-Middle rd Row 3-Right	2-Other Enclosed Cargo Area 3- Unenclosed Cargo Area	2-Not Dep 3-Deploye	loyed 2- d - Front 3-	None U Shoulde	sed - Mo er and La	tor Vehic p Belt Us	cle Occup sed	ant 2-Ble 3-Bro	eding oken Bon	2 es 3	2-Head 3-Neck		2-Incapa 3-NonIn	acitating capacitati	ng
4-Fou 5-Oth	urth Row 4-Other ner Row 5-Unknown known	4-Trailing Unit 5-Riding on Motor Vehicle Ex	4-Deploye 5-Deploye (knee, air	d - Side 4-: d - Other 5-: belt) 6-:	Shoulde _ap Bel	er Belt Or It Only Us	nly Used sed Other		4-Bu 5-Co 6-Sh	rns ncussion ock	4 5 6	I-Back 5-Arm(s) 5-Leg(s)		4-Possit 5-No Inj	ury	
EJEC	CTED HELMET I	6- Unknown	6-Deploye Combinati	d - 7- on 8-	Child R	estraint - estraint -	Forward Rear Fa	l Facing cing	7-Diz 8-Ab	ziness rasion/Br	7 uises 8	-Chest S 3-Internal	tomach	NJURY 1-Office	INFO SC r Observa	OURC
1-Not 2-Eje	t Ejected 1-DOT-Co ected Partially 2-Other He	mpliant Motorcycle Helmet	7-Deployn	nent - Curtain 9-1 10	Child R -Booste	estraint - er Seat	Used Inc	correctly	9-Co 10-O	mplaint o ther	of Pain 9 1	9-Entire B	ody	2-Individ 3-Medic	lual State al, Param	ment iedica
3-Eje	cted I otally 3-No Helm	et		11	-Child	Restraint	t - Other						AMB	Observa	see code	shee
Persor Type	Include Driver, Passengers	, Bicyclist, and Pedestrians	Sex (M,F.U)	DOB	Seat Pos	Seat Pos	Seat Pos	Air Bag Deploved	Ejected	Restrain System	t Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	Last Name, First Name, N	11	F	03/06/85	<u>ко</u>	1	Other	. ,	1	3	-	5	,, -		2	
-			+ -		-	-			-						-	

Page 5 of 59 on 12/20/2013, 8:43 AM

Reporting Agency F ME0030400 1	Report Number	Cras 3/1	sh Date 5/2010	Crash Time 07:40	At Scene Date 3/15/2010	At Scene 07:46	Time
City or Town Gorham	Street or High 698 GRAY F	way RD		Nearest Interse	ecting Street		Off Roa
Direction FROM Nearest Intersection t	to Crash Site h East West	Distance From	Nearest Inte	r. Latitude es	Longitud	de	
Node 1 Node 2 15714 0	Measure	ment Node	Distance to S	cene Posted Spee	ed Limit Unknown r Hour N/A	Not P	osted 2 osted 4
(F1) Type of Crash 4 - Intersection Movement		:	(F2) Type of 21 - Traffic	Location			
F3) Weather Condition			(F4) Light Co	ondition			
4 - Rain			1 - Dayligh	t urface Condition			
1 - Level			2 - Wet				
(F7) Traffic Control Device 6 - Yield Sign			Traffic Contr	ol Device Operation	nal (pre-crash)?	Unk	
(F8) Location of First Harmful Event			Total Damag	e over Threshold?	✓ Yes	No	
(F9) Contributing Circumstances - Env	vironment 1		(F9) Contribu	uting Circumstances	s - Environment 2		
(F10) Contributing Circumstances - Ro	bad 1		(F10) Contril	outing Circumstance	es -Road 2		
n or Near a Construction, Maintenanc	e, or Utility Work Zone ☐Yes ☑No	? Unk	Work Zone \	Vorkers Present?	Yes No	Unk	
F11) Location of the Crash related to	Work Zone		(F12) Type o	f Work Zone			
Law Enforcement Present at Work Zor	ne? Enforcement Vehicle O		School Bus	Related?	Yes Indirectly Involved		2
			MG	oner Road Quite 237 2 2 2 2 2 2 2 2 2 2 2 1 1 0 737 Road Route 202	Newell Street Route 237		
Witness Last Name	First	MI	Address	(City S	State	Zip
Witness Last Name Witness Last Name	First First	MI	Address Address	(City S	State	Zip
Witness Last Name Witness Last Name Non Vehicle Property Damage Descrip	First First	MI	Address Address	(C	City S City S	State State Utilities [Zip Zip]Priva
Witness Last Name Witness Last Name Non Vehicle Property Damage Descrip Property Owner Name	First First Dition	MI	Address Address Address	(C State	City S City S City or Town C City S	State State Utilities [State	Zip Zip] Priva Zip
Witness Last Name Witness Last Name Non Vehicle Property Damage Descrip Property Owner Name Non Vehicle Property Damage Descrip	First First otion	MI	Address Address Address	(State State	City S City S City or Town City S City S City or Town	State State Utilities [State Utilities [Zip Zip Privat Zip
Witness Last Name Witness Last Name Non Vehicle Property Damage Descrip Property Owner Name Non Vehicle Property Damage Descrip Property Owner Name	First First otion	MI	Address Address Address Address	(State State	City S City S City or Town C City S City or Town C City S City S	State State Utilities [State Utilities [State	Zip Zip Priva Zip Priva Zip

Page 1

2010-7214C

263

STATE OF MAINE CRASH REPORT

FIRST PAGE

10G	OR-115-AC		STATEC			;RA	1SF	I RE	PO	Κľ				UN	IT PA	١G
Unit	Hit Run?	IGKDT13W6V	V2512801	License *	Plate		State ME	(U1) L 2 - (S	init Typ Sport)	e Utility	y Vehi	icle				
N	o Insurance NAIC	Insura *	ance Company N	lame				 	nsuran «	ce Poli	cy Nu	mber				
(U2)	Vehicle Make	Ť			Vehi	icle Y	ear	(U3	3) Vehi	cle Col	or					
23 - (U4)\	GMC Vehicle Configuration				199 GVV	VR or	GCW	5 - /R	Gree	n						
) (a b :	ala Llag O an Mana Car			a d 0		< 10,	000 lb	DS.	1	0,001	- 26,00	00 lbs.		> than	26,000	lbs.
veni		res No		ed ? /es No	ven	Eastl	bound		westbo	Norti	nboun N	d lot on F	∕ Soadwa	ay	Und	own
(U5) 1 - M	Special Function Veh	icle	E	Exempt Vehic	e Eme	ergeno	cy Veł	nicle Re	espond	ing to S	Scene	?	ΠYe	s [No	
Exte	nt of Damage	o Damage Obser	ved 🗸 Min	or Damage		F	unctio	nal Dai	mage		Пто	wed Du	ue to D	isablin	d Dama	qe
(U6)	Most Damaged Area				(U7)	Most	Harm	nful Eve	ent							0 -
(1.18)	Pre Crash Actions				(110)	Cont	ributir	a Circi	Imstan	COS - \	/ohiclo					
19 -	Merging				1 -	None		ig olice	inistan	003 0	CINCIC					
(U10) Sequence of Events	1			(U10)) Sec	quence	e of Eve	ents 2							
(U10) Sequence of Events	3			(U10	0) Sec	quence	e of Eve	ents 4							
\checkmark	Driver Bicycle	Pedestrian	License Number	Active	No L	icens	se 🗌 F	Permit	State	Lice	nse Cl	ass E	ndorse	ments	Restric	ctior
DRIV	Last Known Oper	ator Fir	★ st Name	N	I DRI		usper Addre	nded ss	ME	C	Cit	о у		Stat	ie Zi	р
*					* M	E*	1				Viol	otion 2				
Gilai					VIOI	allon	1				VIO	alion z				
0WN *	NER Last Name (skip	if same as Driver)	First Name	MI	OWI * M	NER / E*	Addre	SS			City			Stat	e Zip)
(D1)	Driver Distracted By				(D2)	Cond	dition a	at Time	of Cra	sh						
(D3)	Driver Actions at Time	e of Crash 1			(D3)	Appa Drive	er Acti	ons at	nai Time o	f Crash	n 2					
3 - F	Failed to Yield Righ	t-of-Way	Test Pefused	Bloor							Alcoho	DIBAC	Result			
	Breath Urine	Other Che	emical Test (Not F	ield Sobriety or PE	A	lcoho	l Test	Result	Pendi	ng	7 10011		rtooun			
Drug	I Test ∐Te ☐Urine	st Not Given	Test Refused	Blood	Druę	g Tesi	t Resu	ılt	Po	sitive	1	Vegativ	e	Pend	ling	
(D4)	Non Motorist Location	at Time of Crash	1		(D5)	Non	Motor	ist Action	on Prio	r to Cr	ash					
(D6)	Non Motorist Action a	t Time of Crash 1			(D6)	Non	Motor	ist Action	on at T	ime of	Crash	2				
(D7)	Pedestrian Maneuver	S			(D8)	Bicy	clist M	aneuve	ers							
		or 2 Passongor 2 P	edestrian 6 Driver	Owner 7 Biev		-		nor 24	Last Kn		orator	25 Lact I	Known (Doorato	r/Ownor	
SEAT	T ROW SEAT POSITION	SEAT POSITION O	THER A RBAG		STRA N	T SYST	EM	101, 24	INJU	RY TYPE		NJURY A	REA	NJURY	DEGREE	
2-Seo 3-Thi	cond Row 2-Middle ird Row 3-Right	2-Other Enclosed C 3- Unenclosed Card	argo Area 2-Not De o Area 3-Deploy	ployed 2-1 ed - Front 3-9	Ione Use	d - Mot and Lap	or Vehic Belt U	cle Occup sed	ant 2-Ble 3-Bro	eding ken Bon	es 3	Prese Prese B-Neck		2-Incapa 3-NonIn	acitating capacitatir	ng
4-Fou 5-Oth	urth Row 4-Other her Row 5-Unknown	4-Trailing Unit 5-Riding on Motor V	4-Deploy ehicle Ext 5-Deploy	ed - Side 4-9 ed - Other 5-1	Shoulder ap Belt C	Belt On Only Us	ly Used ed		4-Bui 5-Co	ns ncussion	4	-Back -Arm(s)		4-Possit 5-No Inj	ole Injury ury	
6-Uni		(non-trailing unit) 6- Unknown	6-Deploy Combinat	ed - 7-(Child Res	Used - traint -	Other Forward Rear Fa	Facing	7-Diz 8-Abi	ziness asion/Br	7 uises 8	-Chest S -Internal	tomach	NJURY 1-Office	INFO SO	URC
1-Not 2-Eje	t Ejected 1-DOT-Co ected Partially 2-Other H	USE ompliant Motorcycle Hel elmet	met 7-Deploy	ment - Curtain 9-(10	hild Res	traint - Seat	Used In	correctly	9-Co 10-O	mplaint o ther	f Pain 9	-Entire B 0-Other	ody	2-Individ 3-Medic	lual Stater al, Parame	nent edica
3-Eje	ected Totally 3-No Helr	net		11	Child Re	estraint	- Other						AMB	Observa - CODES	ition see code	shee
Persor	n Include Driver, Passenger	s, Bicyclist, and Pedestr	ians Sex	DOB	Seat Pos	Seat Pos	Seat Pos	Air Bag	Ejected	Restrain System	t Helmet	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb
^ر د	Last Name, First Name, I	Лі		03/04/67	Row	1	Other		1	3		5	7,70		2	u
U				5,04,07	*	*			-	5		5				
l																

Page 7 of 59 on 12/20/2013, 8:43 AM

10G	OF	R-115	-AC						STA	TE	OF	MA	INE	E (CRA	\S⊦		PO	RT				UN	IT P	AG
Unit I 2	ID 2		Hit F	Run?	1	/IN I G2A I	L18F	087:	L2569	4		Licei *	nse P	late		State ME	(U1) l 1 - P	Jnit Ty assen	pe ger Ca	ar					
	o l	nsurar	nce	NAIC	<u>}</u>		In *	sura	nce Co	mpany	/ Nam	ne						Insurai *	nce Po	licy Nu	Imber				
(U2) E0	Ve	ehicle I	Make	Ð									[Veh	icle Y	ear	(U	3) Veh	icle Co	lor					
58 - (U4)\	Vel	hicle C	AC Confi	gurati	on									GV	WR o	r GCW	/R	- Grey	, 51176	er			1 .		
Vehio	cle	Has) or l	Vore S	Seats	?		Н		Placa	irded	?		Veh]< 10 nicle T	,000 lb iravel l	os. Directio	on 🗌	10,001	- 26,0	00 lbs.		<pre>> than Southbo</pre>	26,00	0 lbs.
					Ye	s 🗌	No				Yes		C		East	bound		Westb	ound		Not on	Roadw	ay [Unk	nown
(U5) 1 - N	Sp No	Spec	ial F	tion V unct	ehicl ion	e					Exe	mpt Vel	nicle	Em	ergen	cy Ver	nicle R	espon	ding to	Scene	2	Y	es	No	
Exter	nt	of Dan	nage	;	No	Dama	ge Ob	oserv	ed		/linor	Damage)		F	unctio	nal Da	mage		√ Tα	owed D	Oue to D	isablin	g Dam	age
(U6)	Mo	ost Da	mag	ed Are	ea									(U7) Mos	t Harm	nful Ev	ent							
(U8)	Pr	e Cras	sh Ao	ctions										(U9) Con	tributir	ng Circ	umsta	nces - '	Vehicle	Э				
1 - F	Fol	llowin	g ro	adwa	ay									1 -	None	2		ianta 0							
(010)	<i>ŋ</i> 3	sequer	ice (DIEVe	nis i									(01	0) 50	quence	OI EV	ents z							
(U10))) S	Sequer	nce d	of Eve	nts 3									(U1	0) Se	quence	e of Ev	ents 4							
\checkmark	Dr	iver	Bicy	cle		Pedes	trian[icense	Num	ber	🖌 Activ	re 🗌	No	Licen	se	Permit	State	Lice	ense C	lass I	Endorse	ements	Rest	ictior
DRIV	/EF	R Last	Nar	ne	Jerai	01		Firs	t Name	9			MI	DR	IVER	Addre	SS	ME		Ci	ty	0	Sta	ite Z	Zip
* Citati	tior	n Num	ber	Per	dina									* M Viol	IE* ation	1				Vio	lation 2	2			
0WN *	NEI	R Last	Nar	ne (sk	ip if s	ame a	as Dri	ver)	-irst Na	ame		MI		× M	NER 1 E *	Addre	SS			City	/		Stat	te Z	ip
(D1)	Dr	river Di	istra	cted E	y									(D2) Con Anns	dition a	at Time	e of Cr	ash						
(D3)	Dr	river A	ction	s at T	ime c	of Cras	sh 1							(D3) Driv	er Acti	ons at	Time (of Cras	h 2					
Alcoh	hol	l Test			Test	Not G	iven		Test F	Refuse	d	BI	bod							Alcoh	ol BAC	Resul	t		
	Bre	eath		Urir	ie		Other	Che	mical T	est (No	ot Field	Sobriety o	r PBT)	/	Alcoho	DI Test	Resul	t Pend	ing						
Drug] [6	est		Urir	l est ie	Not G	iiven Other		lest h	lefuse	d		bod	Dru	gies	t Resi	lit	P	ositive		Negati	ve [Pen	ding	
(D4)	Nc	on Mot	orist	Loca	tion a	t Time	e of C	rash						(D5) Non	Motor	ist Act	on Pri	or to C	rash					
(D6)	Nc	on Mot	orist	Actio	n at 1	ime o	f Cra	sh 1						(D6) Non	Motor	ist Act	ion at	Time of	Crash	n 2				
(D7)	Pe	edestri	an N	laneu	vers									(D8) Bicy	clist M	aneuv	ers							
	P	FRSO	N TY	PF 1-D	river	2-Pass	sender	3-Pe	edestria	n 6-Dri	ver/O	vner 7-B	icvcle	8-P	assen	aer/Ow	ner 24	l ast Ki	nown O	perator	25-Last	Known	Operato	or/Owne	r
SEAT	T R	OW	SEA ^T	F POSIT	ION	SEAT F	POSITI	ON OT	HER	A RBA			REST	RA N	IT SYS	ГЕМ	- ,	INJU 1-A	JRY TYP	E	NJURY	AREA	NJUR 1-Eatal	/ DEGRE	E
2-Sec 3-Thi	con ird F	nd Row Row	2-Mic 3-Ric	idle ht)	2-Other 3- Uner	r Enclosed	sed Ca I Cargo	rgo Area	2-Not 3-Dep	Deploy loyed -	ed Front	2-Non 3-Sho	e Us ulder	ed - Mo and La	tor Vehic p Belt U	cle Occuj sed	bant 2-Bl 3-Bl	eeding oken Boi	nes	2-Head 3-Neck		2-Incap 3-NonIr	acitating	ting
4-Fou 5-Oth	urth her I	n Row Row	4-Otł 5-Un	ner known		4-Trailii 5-Ridin	ng Unit g on M	otor Ve	hicle Ext	4-Dep 5-Dep	loyed - loyed -	Side Other	4-Sho 5-Lap	ulder Belt	Belt Or Only Us	nly Used		4-Bi 5-Ci	urns oncussioi	n	4-Back 5-Arm(s)		4-Possi 5-No In	ble Injury jury	/
6-Uni	IKNO	own -D				(non-tra 6- Unkr	ailing ur Iown	nit)		6-Dep Combi	loyed - ination	l,)	6-Res 7-Chile	d Res	Used - straint -	Other Forward	Facing	7-Di 8-Al	zziness prasion/B	ruises	7-Chest	Stomach	NJUR	/ INFO S	OURC
1-Not 2-Eie	t Eje	ected d Partial	lv	1-DOT	ET US -Comp	E pliant Mo	otorcycl	le Heln	net	7-Dep	loymen	t - Curtain	9-Chile 10-Bo	d Res oster	straint - Seat	Used In	correctly	9-C 10-0	omplaint Other	of Pain	9-Entire 10-Other	Body	2-Indivi 3-Media	dual Stat	ement nedica
3-Eje	ecte	d Totally		3-No I	Helmet	ICI							11-Ch	ild R	estraint	- Other							Observ	ation	
Persor	n ^{Ir}	nclude D	river,	Passen	gers, E	icyclist,	and Pe	edestria	ans	Sex	:	DOB	Se	at	Seat	Seat	Air Bag	-	 Restraii	nt Helme	t Injury	Injury	Injury	Inj Info	Amb
Туре	, 	ast Nam	ne, Fi	rst Nam	e, Mi					(M,F,	U)	200	Ro	w	Pos	Other	Deploye	d -locie	~ Systen	n Use	Degree	e Type	Area	Source	Code
1	*	¢								M	03	/16/9	1 1		1			1	3		5			2	
	+												-	+											
	+									-			-								-				

Page 8 of 59 on 12/20/2013, 8:43 AM

2010-11562C	STATE OF	MAINE	CRASH	REPOR	Т	FIRST PAGE
Reporting Agency ME0030400	Report Number 10GOR-159-AC	Cra 5/3	sh Date 3/2010	Crash Time 08:27	At Scene Date 5/3/2010	At Scene Time 08:38
City or Town Gorham	Street or High 698 GRAY R	way D		Nearest Inte	rsecting Street	Off Road
Direction FROM Nearest Interse	ction to Crash Site	Distance From	n Nearest Inte	r. Latitude	Long	itude
Node 1 Node 2	2 Measurer	nent Node	Distance to S	s Scene Posted Sp	eed Limit Unkno	wn Not Posted 25
15714 0			MOes Te	nths Miles	25r Hour N/A	Not Posted 45
2 - Rear End / Sideswipe			21 - Traffic	Circle/Round	about	
(F3) Weather Condition 2 - Cloudy			(F4) Light Co	ondition t		
(F5) Road Grade			(F6) Road S	urface Condition		
1 - Level (F7) Traffic Control Device			1 - Dry Traffic Contr	ol Device Operat	ional (pre-crash)?	
6 - Yield Sign					Yes No	Unk
(F8) Location of First Harmful Ev	ent		Total Damag	je over Threshol	d? ✓Yes	No
(F9) Contributing Circumstances	- Environment 1		(F9) Contribu	uting Circumstan	ces - Environment 2	
(F10) Contributing Circumstance	s - Road 1		(F10) Contrib	outing Circumsta	nces -Road 2	
In or Near a Construction, Mainte	enance, or Utility Work Zone Yes V No	? Unk	Work Zone V	Vorkers Present	? Yes No	Unk
(F11) Location of the Crash relat	ed to Work Zone		(F12) Type o	f Work Zone		
Law Enforcement Present at Wo	rk Zone?		School Bus I	Related?		
			Mor	sher Road oute 237	Parking lot of Little Fails Mini Mart	
Witness Last Name	First	MI	Address		City	State Zip
Witness Last Name	First	MI	Address		City	State Zip
Non Vehicle Property Damage D	escription		1	Stat	e City or Town	Utilities Private
Property Owner Name			Address		City	State Zip
Non Vehicle Property Damage D	escription		1	Stat	e City or Town	Utilities Private
Property Owner Name			Address		City	State Zip
Reporting Officer HENCKEL, ROBERT	Badge# G104	Report Da 5/6/201	te A O M	Approved By	EL	Approved Date 5/6/2010

Maine Department of Public Safety

Page 1

Form 13:20A Revised January 2010

Last Modified: 6/11/2010 14:51

Page 9 of 59 on 12/20/2013, 8:43 AM

10GOR-159-AC	STATE OF	MAINE	CRAS	SH RE	PORT			UN	IIT P/	٩GI
Jnit ID 1 Hit Run?	VIN YV1LW554XW2353616	License Pla *	ate Sta ₽	ate (U1) IE 1 - P	Unit Type assenger (Car				
No Insurance NAIC	Insurance Company Nar *	ne	`		Insurance P *	olicy Numb	ber			
U2) Vehicle Make		V/ 1	'ehicle Yea	ır (U	3) Vehicle C	olor				
U4)Vehicle Configuration		G	SVWR or C	GCWR					00.000	
Vehicle Has 9 or More Seat	s ? HAZMAT Placarded	? V	ehicle Tra	00 lbs. vel Directi	10,00 onNo	1 - 26,000 rthbound	Ibs.	_l> than Southbo	26,000) IDS.
		; No	Eastbo		Westbound	Not	on Roadw	vay	Unkr	lown
1 - No Special Function	Exe	mpt Vehicle □	intergency	Venicie R	esponding to	Scene ?	Y	′es [No	
Extent of Damage	Damage Observed Minor	Damage	Fur	nctional Da	image	✓ Towe	ed Due to [Disablin	g Dama	age
U6) Most Damaged Area		(L	J7) Most ⊦	larmful Ev	ent					
U8) Pre Crash Actions		(L	U9) Contril	outing Circ	umstances -	Vehicle				
L0 - Slowing in traffic (U10) Sequence of Events 1	1	1	None U10) Seau	ence of Ev	vents 2					
(140) Converses of Events (2	(1			in inter d					
U10) Sequence of Events a	<u></u>	((J10) Sequ	ence of EV	ents 4					
Driver Bicycle	Pedestrian License Number	✓ Active N	lo License	Permit pended	State Lic ME C	ense Clas	s Endors 0	ements	Restri 0	ction
DRIVER Last Name	First Name	MID	DRIVER AC	dress	<u> </u>	City		Sta	te Z	ip
Citation Number Pending	J	× V	/iolation 1			Violati	on 2			
OWNER Last Name (skip if	same as Driver) First Name	MI)WNFR Ar	Idress		City		Stat	e Zi	n
k		*	• ME*			Oity		otat	0 2	-
D1) Driver Distracted By		(L 1	J2) Condit L - Appar e	ion at Tim ently Nor	e of Crash mal					
D3) Driver Actions at Time	of Crash 1	([D3) Driver	Actions at	Time of Cra	sh 2				
Alcohol Test	t Not Given Test Refused	Blood	Alcohol	Test Resu	t Pending	Alcohol E	BAC Resu	lt		
Drug Test	t Not Given Test Refused	Blood D	 Drug Test F	Result			aativo	Pon	lina	
D4) Non Motorist Location	Other at Time of Crash	([D5) Non M	otorist Act	ion Prior to (Crash	gauve		ung	
(DC) Nee Meteriet Action of	Time of Oroch 4	(ion of Time	f Oreah 0				
D6) Non Motorist Action at	Time of Crash 1	(L	J6) NON IVI	otorist Act	ion at Time o	of Crash 2				
D7) Pedestrian Maneuvers		([D8) Bicycli	st Maneuv	ers					
PERSON TYPE 1-Driver	, 2-Passenger, 3-Pedestrian, 6-Driver/O	wner, 7-Bicycle, 8	3-Passenge	r/Owner, 24	-Last Known (Operator 25-	Last Known	Operato	r/Owner	
2-Second Row 2-Middle	1-Sleeper Section of Cab (truck) ¹ -Not Applica 2-Other Enclosed Cargo Area 2-Not Deploy	able 1-Not Ap /ed 2-None	A NT SYSTEM pplicable Used - Motor	/I Vehicle Occu	1-Amputation pant 2-Bleeding	on 1-Fa 2-He	ace ead	1-Fatal 2-Incapa	acitating	=
3-Third Row 3-Right 4-Fourth Row 4-Other	3- Unenclosed Cargo Area 4-Trailing Unit 5 Deployed - 5 Deployed - 5 Deployed -	Front 3-Should Side 4-Should	der and Lap B Ider Belt Only	lelt Used Used	3-Broken B 4-Burns	ones 3-Ne 4-Ba	eck ack	3-NonIn 4-Possil	capacitat	ing
5-Other Row 5-Unknown 6-Unknown	(non-trailing unit) (knee, air be 6- Unknown 6-Deployed -	t,) 6-Restra	aint Used - Ot Restraint - Fo	her rward Facing	6-Shock 7-Dizziness	6-Le 7-Cl	eg(s) hest Stomach	NJURY	INFO SC	JURCI
EJECTED HELMET US 1-Not Ejected 1-DOT-Com	SE Combination 7-Deploymen	8-Child I nt - Curtain 9-Child I	Restraint - Re Restraint - Us	ar Facing ed Incorrectly	8-Abrasion/ 9-Complain	Bruises 8-In t of Pain 9-Er	ternal ntire Body	1-Office 2-Individ	r Observa Jual State	ation ment
2-Ejected Partially 3-Ejected Totally 3-No Helme	met et	10-Boos 11-Child	ster Seat d Restraint - (Other	10-Other	10-0	Other	3-Medic Observa	al, Param ation	iedical
Person Include Driver, Passengers,	Bicyclist, and Pedestrians Sex	Seat	t Seat [§]	Seat Air Bac	Restra	int Helmet	AME	3 CODES -	see code	shee
Type Last Name, First Name, Mi	(M,F,U)	DOB Pos Row		Pos Deploye	d Ejected Syste	m Use D	egree Type	Area	Source	Code
1 *	F 09	0/22/58 1	1		1 3		5		2	
								-		
					1 1					
								_		

Page 10 of 59 on 12/20/2013, 8:43 AM

10G	IOR	-159	9-A	С		1.000			31	AT													UN	NT P	AG
Unit I	1D 2]Hit	Runí	?	VIN 1GP	IDT1	3W3	V219	1737		*	icens	e Plat	e	State ME	(U1) (1 - P	Jnit Tyj assen	oe ger Ca	nr					
No	lo In	isura	nce	NA	IC			Insu *	ance	Comp	any N	lame			·			nsurar *	ice Pol	icy Nu	mber				
(U2)	Veł	nicle	Mał	ke										Ve	hicle Y	'ear	(U	3) Vehi	cle Co	lor					
⊥⊥ - (U4)\	Veh	icle (Con	E I figura	ation									G	VWR o	r GCW	/R	Gree	n				1 .		
Vehio	icle	Has	9 or	More	e Sea	ts ?			HAZM	AT Pla	acard	ed ?		Ve	< 10 hicle 1	,000 lk Fravel	os. Directio	n [10,001	- 26,0 hboun	00 lbs. d		> than	1 26,000) lbs.
(115)	0		F		Y	es	No				<u> </u>	res 🗌	No		Eas	tbound		Westb	ound		Not on F	Roadw	ay [Unk	nowr
(U5) 1 - N	Spe No S	ecial Spec	Fun cial	Fun	Vehi ction	cle					E	Exempt	Vehic	le Er	nerger	icy Vel	nicle R	espond	ling to	Scene	?	Υe	es	No	
Exter	ent o	f Dai	mag	le	No) Dar	nage	Obse	rved		Mir	or Dam	age		V F	unctic	onal Da	mage		П	wed D	ue to D	isablin	g Dam	age
(U6)	Mo	st Da	ama	ged A	Area									(U	7) Mos	st Harn	nful Ev	ent							
(U8)	Pre	Cra	sh A	Actior	IS									(U	9) Con	tributir	ng Circ	umstar	ices - \	/ehicle	•				
11 - (U10)	• Sto)) Se	oppe eque	ed i nce	n tra of E\	r ffic vents	1								1 (U	- Non 10) Se	e quenc	e of Ev	ents 2							
(1110)		20110	noc		Into	3								()	10) 50	auono		onto 1							
	1) 36	sque	псе	UIE\		ა								(U	10) 56	quenc	UI EV	ents 4			ı				
	Dri\	ver Las	Bio t Kn	ycle own	D Opera	Pec ator	estria	in 🗌	Licer *	nse Nu	ımbe	r 🗸 A	ctive		Licen	se 🗌 I Susper	Permit nded	State ME	Lice C	ense Cl	ass E	ndorse	ements	Restr A	ictior
DRIV *	VER	Las	t Na	ime	-			Fi	rst Na	me			Ν	/II DF	RIVER ME*	Addre	SS			Cit	iy .		Sta	ite Z	lip
Citati	tion	Num	nber	P	endin	g								Vie	olation	1				Viol	ation 2				
OWN	NER	Las	t Na	ime (skip i	sam	e as l	Drive) First	Name	è	MI		0\	WNER	Addre	SS			City	,		Stat	te Z	р
*	Driv	Jor D)istr	acted	By				-					*	ME*	dition	at Time	of Cr	sch						-
		VCIL	15110		Dy									1	- Appa	arenti	y Nor	mal							
(D3)	Driv	ver A	ctio	ns at	Time	of C	rash '	1						(D	3) Driv	er Acti	ions at	Time c	f Cras	h 2					
Alcoh	hol [·] Bre	Test ath] U	Te: rine	st No	t Give	n [her Ch	Tes	t Refu al Test	ISED	ield Sobrie	Bloo Bloo	d BT)	Alcoh	ol Test	Resul	t Pendi	ng	Alcoh	ol BAC	Result	t		
Drug	g Te	st			Те	st No	t Give	n [Tes	t Refu	ised		Bloo	d Dr	ug Tes	st Resu	ult	Po	sitive	1	Vegativ	e [Pen	ding	
(D4)	Nor	n Mo	toris	t Loc	rine ation	at Ti	me of	Cras	h					(D	5) Non	Motor	rist Acti	on Pric	or to Cr	ash					
(D6)	Nor	n Mo	toris	st Act	ion at	Time	e of C	rash	1					(D	6) Non	Motor	rist Acti	on at T	ime of	Crash	2				
	Dec	dootr	ion	Mone) (D		valiat N									
(D7)	rec	Jesu	IdII	IVIAITE	uver	>								(D	o) Dicy	CIISUIV	laneuv	615							
SEAT	PE T RO	ERSO W	N T SE/	YPE 1 AT PO	-Drive Sition	r, 2-P SE/	assen T POS	ger, 3- ITION	Pedest OTHER	rian, 6 [.] A	-Drive RBAG	r/Owner, DEPLOYE	7-Bicy DR	′cle, 8- ESTRA	Passer NT SYS	iger/Ow TEM	ner, 24	Last Kn INJU	IOWN OP	erator 2 E	25-Last NJURY A	Known REA	Operato NJURN	or/Owne Y DEGRE	r E
1-Fro 2-Sec	ont Re cond	ow Row	1-Lo 2-M 3-R	eft (driv liddle ight	ver)	1-S 2-O 3- I	eeper S ther En	Section closed	of Cab (Cargo A	truck)1- rea 2- 3-	Not Ap Not De Deplov	plicable ployed ed - Front	1- 2- 3-	Not App None U Should	olicable Ised - Mo	otor Vehi	cle Occup	1-An Dant 2-Ble 3-Bre	putation eding oken Bor	ies 3	I-Face 2-Head 3-Neck		1-Fatal 2-Incap 3-NonIr	acitating	tina
4-Fou 5-Oth	urth F	Row	4-0 5-U	ther nknow	n	4-Ti 5-R	ailing L ding or	Init Motor	Vehicle	4- Ext 5-	Deploy Deploy	ed - Side ed - Other	4- 5-	Should Lap Be	er Belt O It Only U	nly Used		4-Bu 5-Co	rns ncussior	1	1-Back 5-Arm(s)		4-Possi 5-No In	ible Injury jury	5
6-Unk	NKNOW	vn D		HEI	METI	(noi 6- L ISE	n-trailing Inknowi	g unit) n		(K) 6- Co	Deploy Deploy	ed - tion	6- 7- 8-	Restrai Child R Child R	nt Used - estraint - estraint -	 Other Forward Rear Fa 	d Facing acing	7-Di 8-Ab	ock zziness rasion/Bi	ruises 8	7-Chest S 8-Internal	tomach	NJUR 1-Office	Y INFO Serv	OURC ation
1-Not 2-Eje	ot Ejeo ected	cted Partia Totall	ally	1-D 2-O	OT-Co ther He	mplian elmet	Motoro	cycle H	elmet	7-	Deploy	ment - Cu	rtain 9- 1(Child R)-Boost	estraint - er Seat	Used In	correctly	9-Co 10-C	mplaint o ther	of Pain	9-Entire B 10-Other	ody	2-Indivi 3-Media	dual State cal, Parar ation	ement nedica
0 _ jo		- otan		3-IN		et Dieve	lict and	Dedee	41:000					Cast		Cont	_		_			AMB	CODES	- see cod	e shee
Person Type	n ^{ma} La	ist Nar	me, F	i, rass First Na	ame, N	, ысус li	nor, di 10	- Fedes	andns	()	Sex /I,F,U)	DOE	3	Pos Row	Seat Pos	Pos Other	Air Bag Deploye	d Ejected	Restrair System	t Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
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Page 11 of 59 on 12/20/2013, 8:43 AM

2010-16588C									
Reporting Agency ME0030400	Report Number 10GOR-233-AC		Crash Date 7/16/2010	Cr. 13	ash Time 3 :40	At Sce 7/16/	ne Date / 2010	At Sco 13:4	ene Time 1
Sity or Town Gorham	Street or H 10 MOSH	lighway IER RD			learest Interse	cting Stree	et NDABOUT "	')	Off Roa
Direction FROM Nearest Interse	ection to Crash Site	Distan	ce From Nearest	Inter.	atitude.		Longitu	de	1
Vode 1 Node	2 Measu	urement N	ode Distance	to Scene	Posted Speed	d Limit [Unknown		ot Posted 2
.5714 0			MOes	Tenths	Miles 25r	Hour	N/A		ot Posted 4
 Type of Crash Intersection Movement 			(F2) Typ 21 - Tra	e of Locat I ffic Circ	tion le/Roundab o	out			
F3) Weather Condition			(F4) Ligh	t Conditio	on				
F5) Road Grade			(F6) Roa	d Surface	e Condition				
L - Level			1 - Dry	antral Day	vice Operation	al (ara ara	ab)2		
6 - Yield Sign			Traffic C		vice Operation	Yes		<u> </u>	Jnk
F8) Location of First Harmful E	vent		Total Da	mage ove	er Threshold?	νY	(es	No	
F9) Contributing Circumstance	s - Environment 1		(F9) Con	tributing (Circumstances	- Environi	ment 2		
F10) Contributing Circumstanc	es - Road 1		(F10) Co	ntributing	Circumstance	es -Road 2			
n or Near a Construction, Main	tenance, or Utility Work Zo	one?	Work Zo	ne Worke	ers Present?	Yes	No		Ink
F11) Location of the Crash rela	ated to Work Zone		(F12) Ty	pe of Wor	k Zone				2111
_aw Enforcement Present at We	ork Zone?	e Only	School E	us Relate	ed?	Yes Indire	ectly Involve	d [
NARRATIVE V.#2 was traveling East thi (Rts.: #202-#4.) V.#1 was (Rt.#237). V.#1 failed to y roundabout. V.#1 left front	rough the roundabout s traveling North on Mo rield to V.#2 as he ento t struck the right front	on Gray osher Ro ered into of V.#2.	Road ad the						
NARRATIVE V.#2 was traveling East thi (Rts.: #202-#4.) V.#1 was (Rt.#237). V.#1 failed to y roundabout. V.#1 left front	rough the roundabout s traveling North on Mo vield to V.#2 as he ento t struck the right front	on Gray osher Ro ered into of V.#2.	Road ad the	Persing at of Lifle Fais Min Met Route 237		1/#2	Mosher Road Route 237		
NARRATIVE V.#2 was traveling East thi (Rts.: #202-#4.) V.#1 was (Rt.#237). V.#1 failed to y roundabout. V.#1 left front	rough the roundabout is traveling North on Mo yield to V.#2 as he entropy to struck the right front	on Gray osher Ro ered into of V.#2.	Road ad the MI Address * FI *	Active 237 Perking al of Little Feis Mir Mart		//#2 //#1	Mosher Road Roule 237	State	Zip
NARRATIVE V.#2 was traveling East thi (Rts.: #202-#4.) V.#1 was (Rt.#237). V.#1 failed to y roundabout. V.#1 left front witness Last Name *	rough the roundabout is traveling North on Mo yield to V.#2 as he entor t struck the right front	on Gray osher Ro ered into of V.#2.	Road ad theCRASHMIAddress * FL*MIAddress	Aewiell Street Route 237		ity ity	Mosher Road Roule 237	State	Zip
NARRATIVE V.#2 was traveling East thi (Rts.: #202-#4.) V.#1 was (Rt.#237). V.#1 failed to y roundabout. V.#1 left front witness Last Name * Witness Last Name	rough the roundabout is traveling North on Me yield to V.#2 as he enter t struck the right front First First Description	on Gray osher Ro ered into of V.#2.	Road ad theCRASHMIAddress * FL*MIAddress	Newell Street Route 237 Persing at or Little Fels Min Mat Gray Roa		ity City o	Mosher Road Roule 237	State State Utilities	Zip Zip
NARRATIVE V.#2 was traveling East thi (Rts.: #202-#4.) V.#1 was (Rt.#237). V.#1 failed to y roundabout. V.#1 left front witness Last Name * Witness Last Name Non Vehicle Property Damage I Property Owner Name	rough the roundabout is traveling North on Me yield to V.#2 as he enter t struck the right front First First Description	on Gray osher Ro ered into of V.#2.	Road ad theCRASHMIAddressMIAddressMIAddress	Newsell Street Route 237 Persing of cr Little Fols Win Ment Stray Roa		ity City o	Mosher Road Roule 237 Solution 237 Solution Solution Solution Solution Solution Solution Solution Solu	State State Utilities State	Zip Zip Privati Zip
NARRATIVE V.#2 was traveling East thi (Rts.: #202-#4.) V.#1 was (Rt.#237). V.#1 failed to y roundabout. V.#1 left front Witness Last Name * Witness Last Name Non Vehicle Property Damage I Property Owner Name Non Vehicle Property Damage I	rough the roundabout is traveling North on Me yield to V.#2 as he enter t struck the right front First Description	on Gray osher Ro ered into of V.#2.	Road ad theCRASHMIAddressMIAddressMIAddress	Alewell Street Route 237 Persing at of Little Fels Min Mert		ity City o	Mosher Road Route 237 EX Sor Town	State State Utilities State	Zip Zip Private Zip
NARRATIVE V.#2 was traveling East thi (Rts.: #202-#4.) V.#1 was (Rt.#237). V.#1 failed to y roundabout. V.#1 left front Witness Last Name * Witness Last Name Non Vehicle Property Damage I Property Owner Name Non Vehicle Property Damage I Property Owner Name	rough the roundabout is traveling North on Me yield to V.#2 as he enter t struck the right front First Description Description	on Gray osher Ro ered into of V.#2.	Road ad theCRASHMIAddressMIAddressAddressAddress	Alewell Street Route 237 Persing at of Little Fels Min Met Gray Roa		ity City o City o City o	Mosher Road Route 237 EX Sor Town	State State Utilities State Utilities State	Zip Zip Privat Zip

Maine Department of Public Safet	ty															
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10G	OR-233-AC	SIA	ATE OF			JRA	1SF		PU	RI				UN	IIT PA	١G
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Unit I	Hit Run?	1G3NL52EXXC3193	67	License *	Plate		State ME	(U1) (1 - P a	unit Typ asseng	oe ger Ca	r					
No	o Insurance NAIC	Insurance Co	ompany Nam	ne					nsuran *	ce Pol	icy Nu	mber				
(U2)	Vehicle Make				Veh	icle Y	ear	(U;	3) Vehi	cle Co	lor					
51 -	OLDSMOBILE				199	99 WR oi	GCW	1 - /R	Black	4						
(0-1)	Childre Configuration]< 10	,000 lk	DS.	1	0,001	- 26,0	00 lbs.		> than	26,000	lbs.
Vehic	cle Has 9 or More Sea	ats? HAZMA Yes No	T Placarded	? No	Veh	nicle T]East	ravel l bound	Directio	on Westbo	✓ Nort ound	hboun N	d Jot on F	SS Roadwa	outhbo ay	und Unkn	owr
(U5)	Special Function Veh	icle	Exe	mpt Vehicl	e Em	ergen	cy Veł	nicle Re	espond	ing to	Scene	?				
Exter	nt of Damage		Minor	Damage			unctio	nal Da	maga					isablin		00
(U6)	Most Damaged Area	o Damage Observed		Damage	(U7		t Harm		ent					ISADIII	y Dama	ye
(00)					(01	,			5110							
(U8) 19 -	Pre Crash Actions Merging				(U9) 1 -) Coni None	tributir E	ng Circu	umstan	ces - \	/ehicle					
(U10)) Sequence of Events	1			(U1	0) Se	quenc	e of Ev	ents 2							
(U10)) Sequence of Events	3			(U1	0) Se	quenc	e of Ev	ents 4							
		Pedestrian Liacas	o Numbor	Activo	No	Licon		Dormit	Stata	Lico	nsa Ci	250 F	ndoreo	mente	Restric	tion
	Last Known Oper	rator	e Number				Se	nded	ME	C	1156 01	455 L	nuoise	ments	A	,1101
DRIV *	/ER Last Name	First Nam	е	M	I DRI * M	IVER 1E*	Addre	SS			Cit	У		Stat	te Zij	O
Citati	ion Number Pendin	ng			Viol	ation	1				Viol	ation 2				
OWN	IER Last Name (skip i	if same as Driver) First N	lame	MI	OW	NER.	Addre	SS			City			Stat	e Zip)
*	Driver Distrected By				* M		dition	ot Time	of Cro		-					
(D1)	Driver Distracted By				(D2 1 -	Appa	renti	y Nori	mal	1511						
(D3) 3 - F	Driver Actions at Time	e of Crash 1 t-of-Wav			(D3) Drive	er Acti	ons at	Time o	f Crash	ר 2					
Alcoh	nol Test	st Not Given Test	Refused	Blood		Alcoho	ol Test	Result	t Pendi	ng	Alcoho	ol BAC	Result			
Drug	Test Te	est Not Given	Refused	Sobriety or PB	Dru	g Tes	t Resu	ılt				logotiv			ling	
(D4)	Urine	Other			(D5) Non	Motor	ict Acti		sitive		vegativ	e L	Pend	aing	
(D4)	Non Motorist Location	Tat Time of Clash			(D5) NON	IVIOLOI	ISI ACI			d511					
(D6)	Non Motorist Action a	t Time of Crash 1			(D6) Non	Motor	ist Acti	on at T	ime of	Crash	2				
(D7)	Pedestrian Maneuver	S			(D8) Bicy	clist M	aneuve	ers							
	PERSON TYPE 1-Drive	er, 2-Passenger, 3-Pedestria	an, 6-Driver/Ov	vner, 7-Bicyd	le, 8-P	assen	ger/Ow	ner, 24-	Last Kn	own Op	erator 2	25-Last I	Known (Operato	r/Owner	
SEAT 1-Fro	ROW SEAT POSITION ont Row 1-Left (driver)	SEAT POSITION OTHER 1-Sleeper Section of Cab (tru	A RBAG DEF Ick)1-Not Applica	LOYED RE	STRA N ot Appli	IT SYST icable	ΓEM		INJU 1-Am	RY TYPE putation	≣ 1	NJURY A I-Face	REA	NJURY 1-Fatal	DEGREE	
2-Sec 3-Thi	cond Row 2-Middle rd Row 3-Right	2-Other Enclosed Cargo Are 3- Unenclosed Cargo Area	 2-Not Deployed - 3-Deployed - 4-Deployed - 	ed 2-N Front 3-S Side 4-S	one Use houlder	ed - Mo and La	tor Vehic p Belt U	cle Occup sed	ant 2-Ble 3-Bro 4-Bu	eding oken Bon ms	es 3	2-Head 3-Neck 1-Back		2-Incapa 3-NonIn 4-Possil	acitating capacitatir	ng
5-Oth 6-Unk	her Row 5-Unknown known	5-Riding on Motor Vehicle Ex (non-trailing unit)	(knee, air belt	Other 5-L	ap Belt estraint	Only Us Used -	ed Other		5-Co 6-Sh	ncussion ock	5	5-Arm(s) 6-Leg(s)		5-No Inj	ury	
EJEC	HELMET	6- Unknown USE	6-Deployed - Combination	7-C 8-C	hild Res hild Res	straint - straint -	Forward Rear Fa	l Facing Icing	7-Diz 8-Ab	ziness rasion/Br	uises 8	-Chest S 3-Internal	tomach	NJURY 1-Office	INFO SO r Observat	URC
1-Not 2-Eje	t Ejected 1-DOT-Co ected Partially 2-Other H	ompliant Motorcycle Helmet elmet	7-Deploymen	t - Curtain 9-0 10-	hild Res Booster	straint - Seat	Used In	correctly	9-Co 10-O	mplaint c ther	if Pain 9 1	-Entire B 0-Other	ody	2-Individ 3-Medic	lual Stater al, Parame	nent edica
5-Ljei	3-No Heln	net		11-	Child R	testraint	- Other						AMB	CODES -	see code	shee
Person Type	Include Driver, Passengers	s, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB	Seat Pos	Seat Pos	Seat Pos	Air Bag Deployed	Ejected	Restrain System	t Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	VII	M 12	/06/32	1	1	Uther		1	3		5			2	
				.,,	-	-			-						-	

Page 13 of 59 on 12/20/2013, 8:43 AM

					AST.						UN	IT P	AG
2 Hit Run?	2G1FA1EV9A9165935		*	Plate	ME	1 - Pa	issenge	er Car					
No Insurance NAIC	Insurance Comp *	any Name				lr *	nsurance	e Policy	y Numbe	er			
(U2) Vehicle Make	1			Vehicle	Year	(U3) Vehicl	e Colo	r				
(U4)Vehicle Configuration				GVWR	or GCW	R	- Rea						
Vahiela Has 9 or Mora Saa		acarded 2		Vehicle	0,000 lb	S.	10	,001 - 2	26,000 l	bs.]> than	26,00) lbs.
	es No		No	✓ Ea	stbound		Vestbou	ind	Not	on Roadw	vay [Unk	nown
(U5) Special Function Vehi 1 - No Special Function	cle	Exem	pt Vehicle	Emerge	ency Veh	icle Re	spondin	g to So	cene ?	ΠY	es	No	
Extent of Damage	Damage Observed	Minor Da	amage		Functio	nal Dan	nage	Γ	Towe	d Due to [Disablin	a Dam	ade
(U6) Most Damaged Area				(U7) Mo	ost Harm	ful Eve	nt					9	9
(U8) Pre Crash Actions				(U9) Co	ontributin	g Circu	mstance	es - Ve	hicle				
1 - Following roadway	1			1 - No	ne	of Eve	onts 2						
				(010)0	oquonot								
(U10) Sequence of Events	3			(U10) S	equence	e of Eve	ents 4						
	Pedestrian License N	umber 🗸	Active	No Lice	nse 🗌 F	Permit S	State	Licens	se Class	Endors	ements	Restr	ictior
DRIVER Last Name	First Name		MI	DRIVE	R Addres	ss	ΥE		City		Sta	ite Z	ip
* Citation Number - Dandin	~			* ME*	n 1				Violotia	n 0			
Citation Number Pending				Violatio	11 1				violatic	11 2			
OWNER Last Name (skip if *	same as Driver) First Nam	e M	11	OWNE * MF*	R Addres	SS			City		Stat	ie Z	р
(D1) Driver Distracted By				(D2) Co	ndition a	at Time	of Cras	h					
(D3) Driver Actions at Time	of Crash 1			1 - Ap (D3) Dr	parently iver Action	y Norm ons at T	n al Time of (Crash 2	2				
			_	(
Alcohol Test	t Not Given Test Refu	used t (Not Field So	Blood	Alco	hol Test	Result	Pending		Icohol B	AC Resu	lt		
Drug Test	st Not Given Test Refu	used	Blood	Drug T	est Resu	lt	Posit	tive	Neg	ative	Pen	ding	
(D4) Non Motorist Location	at Time of Crash			(D5) No	on Motor	st Actio	on Prior	to Cras	sh				
(D6) Non Motorist Action at	Time of Crash 1			(D6) No	n Motor	ist Actio	n at Tin	ne of C	rash 2				
									103112				
(D7) Pedestrian Maneuvers	5			(D8) Bi	cyclist M	aneuve	rs						
PERSON TYPE 1-Drive	r, 2-Passenger, 3-Pedestrian, 6	-Driver/Own	er, 7-Bicycle	e, 8-Pass	enger/Ow	ner, 24-L	ast Knov	vn Oper	ator 25-L	ast Known	Operato	or/Owne	r
SEAT ROW SEAT POSITION 1-Front Row 1-Left (driver) 2-Second Row 2-Middle	SEAT POSITION OTHER A 1-Sleeper Section of Cab (truck) ¹⁻ 2-Other Enclosed Cargo Area 2:	Not Applicable	2-No	TRA NT SY t Applicable ne Used - I	SIEM Hotor Vehic	le Occupa	1-Ampu ant 2-Bleed	tation	NJU 1-Fac 2-Hei	RYAREA Xe ad	1-Fatal 2-Incap	acitating	E
3-Third Row 3-Right 4-Fourth Row 4-Other	3- Unenclosed Cargo Area 3- 4-Trailing Unit 4-	Deployed - Fro Deployed - Sic	ont 3-Sh de 4-Sh	oulder and oulder Belt	Lap Belt Us Only Used	sed	3-Broke 4-Burns	en Bones	3-Neo 4-Bao	ck sk	3-Nonlr 4-Possi	ncapacita ble Injury	ting
5-Other Row 5-Unknown 6-Unknown	5-Riding on Motor Vehicle Ext 5- (non-trailing unit) (k	Deployed - Oti nee, air belt, Deployed -	ner 5-La) 6-Re 7-Ch	o Belt Only straint Use	Used d - Other t - Forward	Facing	5-Conc 6-Shoc 7-Dizzir	ussion k ness	5-Arn 6-Leg 7-Ch	n(s) J(s) est Stomach	5-No In	JURY (INFO S	OURC
EJECTED HELMET U 1-Not Ejected 1-DOT-Col	ISE C noliant Motorcycle Helmet 7-	ombination Deployment -	8-Ch Curtain 9-Ch	ild Restrair ild Restrair	t - Rear Fa t - Used Ind	cing correctly	8-Abras 9-Comp	sion/Bruis plaint of F	ses 8-Inte Pain 9-Ent	ernal ire Body	1-Office 2-Indivi	er Observ dual State	ation ement
2-Ejected Partially 3-Ejected Totally 3-No Helm	lmet et		10-В 11-С	ooster Sea hild Restra	: int - Other		10-Othe	ər	10-O	ther	3-Media Observ	al, Parar ation	nedica
Person Include Driver, Passengers	Bicyclist, and Pedestrians	Sex _	S	eat Sea	t Seat	Air Bag	R	estraint F	lelmet In	AME	CODES	- see cod	e shee Amb
Type Last Name, First Name, M	i (M,F,U)	DB F R	os Pos ow	Pos Other	Deployed	Ejected S	System	Use De	gree Type	Area	Source	Code
6 *		M 07/2	26/61	1 1			1	3		5		1	
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Page 14 of 59 on 12/20/2013, 8:43 AM

Reporting Agency Report Number Crash Date At Scene Date At Scene Time Crash Time 10GOR-265-AC ME0030400 8/20/2010 12:38 12:35 8/20/2010 City or Town Street or Highway Nearest Intersecting Street Off Road Gorham **698 GRAY RD** Direction FROM Nearest Intersection to Crash Site Distance From Nearest Inter. l atitude Longitude At Intersection North South East West Feet **Miles** Distance to Scene Posted Speed Limit Measurement Node Node 1 Node 2 Unknown Not Posted 25 15714 0 N/A Not Posted 45 MOes Tenths Miles 25r Hou (F1) Type of Crash (F2) Type of Location 4 - Intersection Movement 21 - Traffic Circle/Roundabout (F4) Light Condition (F3) Weather Condition 1 - Clear 1 - Daylight (F5) Road Grade (F6) Road Surface Condition 1 - Level 1 - Dry (F7) Traffic Control Device Traffic Control Device Operational (pre-crash)? Yes No Unk 6 - Yield Sign (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? Work Zone Workers Present? Yes **∠**No Unk Yes No Unk (F11) Location of the Crash related to Work Zone (F12) Type of Work Zone Law Enforcement Present at Work Zone? School Bus Related? Law Enforcement Vehicle Only Officer Present ٦No Yes, Directly Involved Yes, Indirectly Involved No CRASH DIAGRAM 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. Mini Mart Mosher Road Route 237 Newell Stree Route 237 Gray Road Route 202 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

Maine Department of Public Safety

Page 1

Form 13:20A Revised January 2010

272 Page 15 of 59 on 12/20/2013, 8:43 AM

2010-19601C

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STATE OF MAINE CRASH REPORT

10GOR	-265-	AC		STA	TE (OF MAIN	١E	CR/	ASF	R	EPO	RT				UN	IT P	AG
Unit ID 1	Шн	it Run?	VIN 1G1ZJ	57B994160529)	License *	e Plat	e	State ME	(U1) 1 - P	Unit Typ assen	pe ger Ca	r					
No In	isuranc	e NAIC	-	Insurance Cor	npany	Name					Insuran *	nce Pol	icy Nun	nber				
(U2) Veł	nicle M	ake					Ve	hicle Y	/ear	(U	I3) Vehi	cle Co	lor					
(U4)Veh	icle Co	nfiguration					G	VWR o	or GCV	/R	- Grey	, Silve	ſ					
Vehicle	Has 9 (or More Se	ats ?	HAZMAT	Placar	ded ?	Ve	< 10 hicle 1),000 lt Fravel	os. Directi	on [10,001	- 26,00 hbounc	0 lbs. 1	 	> than	26,00) lbs.
(115) 0			Yes I	No		Yes No	[East	tbound		Westb	ound		ot on	Roadwa	ay [Unk	nowr
(U5) Spe 1 - No S	ecial Fi Specia	Inction Vel	nicle n			Exempt Vehic	le En	nerger	ncy Vel	nicle R	espond	ling to	Scene	?	ΞYe	es [No	
Extent o	f Dama	age	lo Damag	e Observed	M	nor Damage		F	Functio	onal Da	amage		Τον	wed D	ue to D	isablin	g Dam	age
(U6) Mo:	st Dam	aged Area					(U	7) Mos	st Harn	nful Ev	ent							
(U8) Pre	Crash	Actions					(U	9) Con	ntributir	ng Circ	umstar	nces - \	/ehicle					
9 - Star	r ting i	n traffic	s 1				1	- Non	e	e of Fi	/ents 2							
	squene		-				(0	10) 00	quene									
(U10) Se	equenc	e of Event	s 3				(U	10) Se	quenc	e of Ev	/ents 4							
🗸 Driv	ver B		Pedesti	rian License	Numb	er 🖌 Active	No	Licen	ise 🔄 I Susper	Permit	State MF	Lice B	nse Cla	ass E	Endorse	ments	Restr	ictior
	Last N	lame	14101	First Name		N	11 DF	RIVER	Addre	SS	···=		City	y		Sta	te Z	lip
* Citation	Numbe	er Pendi	ng				* Vic	ME* plation	1				Viola	ation 2	2			
	last	lame (skin	if same a	s Driver) First Na	me	MI	0		Addro	ee			City			Stat	o 7	n
*	Lastr		li same a	5 Dilver) i list Na	me	IVII	*	ME*	Audre	33			Oity			Jiai	- Z	Ρ
(D1) Driv	ver Dis	tracted By					(D) 1	2) Con - App a	idition arentl	at Tim y Nor	e of Cra mal	ash						
(D3) Driv	ver Act	ions at Tim	e of Crash	n 1			(D:	3) Driv	er Acti	ions at	Time o	of Crash	า 2					
Alcohol	Test		est Not Giv	ven Test R	efused	Blood		Alcoh	ol Test	Resu	lt Pendi	na	Alcoho	I BAC	Result			
Drug Te	ath st		est Not Giv	ven Test R	est (Not efused	Field Sobriety or Pl	3T) d Dr	ug Tes	st Resi	ult				logoti	(a) [ling	
(D4) Nor	n Moto		n at Time	Other				5) Non	Motor	rist Act		or to Cr		legali	ve L		ang	
				01 01 01 01				5) NON					4311					
(D6) Nor	n Moto	rist Action	at Time of	Crash 1			(D	6) Non	n Motor	rist Act	ion at T	ime of	Crash	2				
(D7) Peo	destriar	n Maneuve	rs				(D	8) Bicy	/clist N	laneuv	rers							
PE	RSON	TYPE 1-Driv	ver, 2-Passe	enger, 3-Pedestrian	, 6-Driv	er/Owner, 7-Bicy	cle, 8-	Passen	nger/Ow	ner, 24	-Last Kn	iown Op	erator 2	5-Last	Known	Operato	r/Owne	r
SEAT RO	W S ow 1- Row 2-	EAT POSITIC Left (driver)	N SEAT PO 1-Sleepe 2-Other I	DSITION OTHER er Section of Cab (truck Enclosed Cargo Area	A RBAC 1-Not A) 2-Not D	DEPLOYED RE pplicable 1- eploved 2-	STRA	NT SYS plicable lsed - Mc	TEM	cle Occu	INJU 1-Arr nant 2-Ble	IRY IYPE nputation eeding	= N 1- 2-	NJURY / -Face -Head	AREA	NJURY 1-Fatal 2-Incapa	DEGRE	E
3-Third Ro 4-Fourth F	ow 3 Row 4	Right Other	3- Unend 4-Trailing	closed Cargo Area	3-Deplo 4-Deplo	yed - Front 3- yed - Side 4-	Shoulde	er and La er Belt O	ap Belt U nly Used	sed I	3-Bro 4-Bu	oken Bon Irns	es 3- 4-	-Neck -Back		3-NonIn 4-Possil	capacita ble Injury	ing
5-Other R 6-Unknow	low 5 vn	Unknown	5-Riding (non-trail	on Motor Vehicle Ext ling unit)	5-Depid (knee, a 6-Depid	ved - Other 5- ir belt,) 6- ved - 7-	Lap Bel Restraii	It Only U: nt Used -	sed - Other	1 Eacing	5-Co 6-Sh 7-Diz	ocussion ock zziness	5· 6· 7:	-Arm(s) -Leg(s) -Chest S	Stomach	5-No Inj	INFO S	
EJECTED 1-Not Ejec) cted	HELMET	USE	orcyclo Holmot	Combin 7-Deplo	ation 8-1 yment - Curtain 9-1	Child R	estraint - estraint -	Rear Fa Used In	acing correctly	8-Ab 9-Co	rasion/Br	uises 8- If Pain 9-	-Internal -Entire E	l Body	1-Office 2-Individ	Observ	ation ement
2-Ejected 3-Ejected	Partially Totally	2-Other I 3-No Hel	Helmet met			10 11	-Booste -Child	er Seat Restrain	it - Other		10-C	other	10	0-Other		3-Medic Observa	al, Parar Ition	nedica
- In	clude Driv	or Passongo	re Biovoliet a	ind Pedestrians			Seat		Seat						AMB	CODES -	see cod	e shee
Type La	ist Name,	First Name,	Mi		Sex (M,F,U) DOB	Pos Row	Pos	Pos Other	Air Bag Deploye	J Ejected	Restrain System	t Helmet Use	Injury Degree	Injury Type	Area	Inj Info Source	Amt Code
6 *					м	01/25/44	1	1			1	3		5			2	
2 *					F	05/19/20	1	3			1	3		5			2	
2 *					F	00/20/40	2	2			4	2		E			2	
∠						07/29/49	2	5			1	5		3			۷	
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Page 16 of 59 on 12/20/2013, 8:43 AM

TOGC	DR-265-AC		////	STAT	ΕO		INE	CRA	ASF	1 RE	PO	RI				UN	IIT P/	٩GI
Unit II 2	Hit Ru	in?	/IN . PRSA30A8	7A131496		Licer *	ise Pla	te	State ME	(U1) L 12 - I	Init Typ Moped	be						
No	Insurance	AIC	Ins *	urance Comp	any Na	ame					nsuran K	ce Pol	cy Nu	mber				
(U2) \	Vehicle Make						Ve	ehicle Y	'ear	(U3	3) Vehi	cle Co	or					
99 - 0 (U4)V	DIHER 'ehicle Configi	uration					G	VWR o	r GCW	/R	Black							
Vahia	la Haa O ar M	oro Sooto	2		oordo	4.2	[< 10),000 lk	DS.	1	0,001	- 26,00	00 lbs.]> than	26,000	lbs.
venic			s No			es 🗌 No		East	tbound		Westbo	ound		a lot on l	Roadw	ay	Unkr	nown
(U5) S	Special Function o Special Fu	on Vehicl nction	е		E	kempt Vel	icle E	mergen	icy Vel	nicle Re	espond	ing to	Scene	?	ΠYe	es [No	
Exten	it of Damage		Damage Obs	erved	/ Mino	or Damage	<u> </u>	F	unctic	nal Da	mage		Пто	wed D	ue to D	Disablin	g Dama	ae
(U6) N	Nost Damage	d Area					(L	I7) Mos	st Harn	nful Eve	ent						0	0.
(1.18) F	Pro Crash Acti	005					(1	19) Con	tributir	na Circi	Imetan	COS - \	/ohiclo					
1 - Fo	ollowing roa	dway					1	- Non	e	ig circo	instan	003 - 1	enicie					
(U10)	Sequence of	Events 1					(L	10) Se	quenc	e of Ev	ents 2							
(U10)	Sequence of	Events 3					(L	110) Se	quenc	e of Ev	ents 4							
	Driver Bicyc	le	Pedestrian	License N	umber	✓ Activ	e 🗌 N	o Li <u>ce</u> n	se	Permit	State	Lice	nse Cl	ass E	ndorse	ements	Restri	ctior
DRIVI	Last Know	n Operat	or	* First Name		_	MID		Susper Addre	nded ss	ME	C	Cit	0		Sta	0 te 7	D
*							*	ME*	4							0.0		۳ ۲
Citatio	on Number	Pending					Vi	olation	1				Viol	ation 2				
OWNI *	ER Last Name	e (skip if s	same as Driv	er) First Nam	Э	MI	0	WNER ME*	Addre	SS			City			Stat	e Zij	C
(D1) [Driver Distract	ed By					([2) Con	dition	at Time	of Cra	sh						
(D3) [Driver Actions	at Time o	of Crash 1				1 (D	- Appa 3) Driv	a rentl er Acti	y Norr	nal Time o	f Crasł	ו 2					
(/ -								-,					Aleeb		Desult	4		
Alcoh	ol Test Breath	Urine	Not Given	Lest Refu Chemical Tes	ISEd t (Not Fie	Id Sobriety of	PBT)	Alcoh	ol Test	Result	Pendi	ng	Alcon	DI BAC	Result	t		
Drug [·]	Test		Not Given	Test Refu	ised	Blo	od D	rug Tes	st Resu	ult	Po	sitive		Vegativ	e [Pen	ding	
(D4) N	Von Motorist L	ocation a	t Time of Cra	ash			([5) Non	Motor	ist Acti	on Prio	r to Cr	ash					
(D6) N	Non Motorist A	Action at 1	Time of Crash	า 1			([6) Non	Motor	ist Acti	on at T	ime of	Crash	2				
	Dedectrice Ma	2010/070							colicet N									
(D7) F	reuestilari ivia	neuvers					(L	O) DICY	CIISUIV	laneuve	#15							
SEAT	PERSON TYPE ROW SEAT F	E 1-Driver, POSITION	2-Passenger, SEAT POSITION	3-Pedestrian, 6 N OTHER A	-Driver/ RBAG D	Owner, 7-B EPLOYED	cycle, 8 RESTRA	-Passen	iger/Ow TEM	ner, 24-	Last Kn INJU	own Op RY TYPE	erator 2	25-Last NJURY A	Known REA	Operato NJURY	r/Owner ' DEGREI	E
1-Fron 2-Seco	It Row 1-Left (ond Row 2-Middl	driver) e	1-Sleeper Section 2-Other Enclose	on of Cab (truck) ¹⁻ d Cargo Area 2- Sargo Area 3-	Not Appl Not Depl Deploved	icable oyed 1 - Front	1-Not Ap 2-None l	plicable Jsed - Mo	otor Vehi	cle Occup	1-Am ant 2-Ble 3-Bro	putation eding ken Bon	1 2 es 3	I-Face 2-Head 3-Neck		1-Fatal 2-Incap 3-NonIr	acitating capacitati	na
4-Four 5-Othe	rth Row 4-Other er Row 5-Unkn	own	4-Trailing Unit 5-Riding on Mote	or Vehicle Ext 5-	Deployed Deployed	d - Side d - Other	4-Should 5-Lap Be	ler Belt Or elt Only Us	nly Used sed	Seu	4-Bui 5-Co	rns ncussion	4	I-Back 5-Arm(s)		4-Possi 5-No Inj	ble Injury ury	
6-Unki	nown TED		(non-trailing unit 6- Unknown) (K 6- C	nee, air t Deployed ombinatio	oelt,) d - on	6-Restra 7-Child F 8-Child F	int Used - Restraint - Restraint -	Other Forward Rear Fa	f Facing	6-Sho 7-Diz 8-Abi	оск ziness rasion/Br	tises 8	5-Leg(s) 7-Chest S 3-Internal	tomach	NJURY 1-Office	' INFO SC r Observa	URCI
1-Not 2-Ejec	Ejected ted Partially	I-DOT-Comp 2-Other Heln	e bliant Motorcycle net	Helmet 7-	Deploym	ent - Curtain	9-Child F 10-Boos	Restraint - ter Seat	Used In	correctly	9-Co 10-O	mplaint c ther	f Pain 9	9-Entire B	ody	2-Individ 3-Medic	dual State al, Param	ment edica
3-Ejec	ted lotally 3	3-No Helmet					11-Child	Restrain	t - Other	_	_		_		AMB	CODES -	see code	shee
Person Type	Include Driver, Pa	Namo Mi	Bicyclist, and Ped	estrians (I	Sex M,F,U)	DOB	Seat Pos	Seat Pos	Seat Pos	Air Bag Deployed	Ejected	Restrain System	t Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	*	TNATHE, IVI			FC	8/19/80	5 1	1			3		1	2	3	5	3	
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	1						1	1	1			1			i .			

Page 17 of 59 on 12/20/2013, 8:43 AM

Reporting Agency ME0030400 City or Town									FIRS	
City or Town	10GOR-322	oer 2-AC	Cra 10	ash Date /13/2010	Cr 07	ash Time : 25	At Scene 10/13/2	Date 2010	At Sce 07:43	ne Time
Sorham	Stre 8 N	eet or High	way T		Ν	earest Intersect	ing Street		[Off Road
Direction FROM Nearest Inters	section to Crash Site	e West	Distance Fro	m Nearest Inte Feet ✔Mile	er. L es	atitude		Longitud	е	
Node 1 Node 15714 0	2	Measurer 15978	ment Node	Distance to S	Scene nths	Posted Speed Miles 30r H	Limit	Unknown N/A	No No	t Posted 25 ot Posted 45
F1) Type of Crash				(F2) Type of	Loca	ion le/Poundabo	.+			
F3) Weather Condition				(F4) Light Co	onditio	n	40			
1 - Clear (F5) Road Grade				(F6) Road S	n t urface	Condition				
1 - Level				1 - Dry						
(F7) Traffic Control Device 6 - Yield Sign				Traffic Contr	ol De	vice Operational	_(pre-crash) _Yes)? No	U	nk
(F8) Location of First Harmful E	Event			Total Damag	ge ove	r Threshold?	√ Yes	1	No	
(F9) Contributing Circumstance	es - Environment 1			(F9) Contribu	uting (Circumstances -	Environme	nt 2		
(F10) Contributing Circumstand	ces - Road 1			(F10) Contrib	outing	Circumstances	-Road 2			
n or Near a Construction, Mair	ntenance, or Utility \	Vork Zone	?	Work Zone V	Norke	rs Present? □	Yes	No		nk
F11) Location of the Crash rel	ated to Work Zone			(F12) Type o	of Wor	k Zone				
Law Enforcement Present at W	/ork Zone?	Vehicle O	nlv 🗌 No	School Bus I	Relate	ed? Involved	es. Indirectl	v Involved		No
	otn.				X	Gray Road	////			
	otn.			Mo	cher Roa Joure 237	Gray Road	Park Little	ng lot of Falls Main		
Witness Last Name	o tn. First		MI	Address	sher Road	Gray Road	Parking Parkin	ng lot of Falls Main All Street te 237	ate	Zip
Witness Last Name	otn. First		MI	Address Address	sher Road	Gray Road ray Road houre 202		ng lot of Falls Mart I Street te 237	ate	Zip Zip
Witness Last Name Witness Last Name Non Vehicle Property Damage	otn. First First Description		MI	Address Address	sher Roa Joure 237	Gray Road	Park Little Minit	ng lot of Palls Mart ell Street te 237	ate Late Jtilities	Zip Zip Drivate
Witness Last Name Witness Last Name Non Vehicle Property Damage Property Owner Name	otn. First First Description		MI	Address Address	c c	Gray Road	Parking Parkin	ng lot of Falls Wait	Tate Tate Jtilities Tate	Zip Zip Drivate Zip
Witness Last Name Witness Last Name Non Vehicle Property Damage Property Owner Name Non Vehicle Property Damage	otn. First Description Description		MI	Address Address Address	c c	Gray Road	Park Park Little Park Little New Rou Park Rou P	ng lot of Falls Wait	Tate tate Utilities tate Jtilities	Zip Zip Drivate Zip
Witness Last Name Witness Last Name Non Vehicle Property Damage Property Owner Name Non Vehicle Property Damage Property Owner Name	otn. First First Description Description		MI	Address Address Address	sher Roa cute 237	Gray Road	Park Little Little New Rou V City or To V City or To V	ng lot of Falls Wait	ate tate Utilities tate Utilities	Zip Zip Private Zip Drivate Zip

STATE OF MAINE CRASH REPORT

100	GOR-322-AC	STA	TE OF	MAIN	E CR/	ASF	RE	PO	RT				UN	IIT PA	١GI
Unit	ID Hit Run?	VIN 1GTDT19E57816086	7	License I *	Plate	State ME	(U1) l 5 - P	Jnit Typ ickup)e						
	lo Insurance NAIC	Insurance Cor	npany Nam	е	i		<u> </u>	nsuran *	ce Poli	icy Nur	mber				
(U2)	Vehicle Make				Vehicle Y	'ear	(U:	3) Vehi	cle Col	or					
23 - (U4)	- GMC Vehicle Configuration				2007 GVWR o	r GCW	14 /R	- Whi	te						
(0.)					< 10	,000 lk	S.	1	0,001	- 26,00	00 lbs.		> than	26,000	lbs.
Vehi	icle Has 9 or More Sea	ts ? HAZMAT 'es No	Placarded f	? No	Vehicle 1	ravel l tbound		on Westbo	_Nortl	hbound N	d lot on F	SS Roadwa	outhbo ay	und Unkn	own
(U5)	Special Function Vehi	cle	Exer	mpt Vehicle	Emerger	ncy Veł	nicle R	espond	ing to S	Scene	?		is [No	
Exte	ent of Damage	Damage Observed		Damage	l V	Functio	nal Da	mage			wed Du		isablin	n Dama	ne
(U6)	Most Damaged Area			Jamago	(U7) Mos	t Harm	nful Eve	ent						y Dama	90
(110)	Dro Crook Actions				(110) Com		Ciro	umatan		/obiala					
(U8) 1 -	Following roadway				1 - Non	e		umstan	ces - v	renicie					
(U10	0) Sequence of Events	1			(U10) Se	quenc	e of Ev	ents 2							
(U10)) Sequence of Events	3			(U10) Se	quenc	e of Ev	ents 4							
	Driver Bicycle	Pedestrian License	Number	✓ Active	No Licen	se	Permit	State	Lice	nse Cl	ass Ei	ndorse	ments	Restric	ctior
	Last Known Opera	ator k				Susper	nded	ME	C	Cit	0		Stat	0	<u></u>
*				IVII	* ME *	Auure	55				У		Sia	le Zi	ρ
Cita	tion Number Pendin	g			Violation	1				Viol	ation 2				
OWI	NER Last Name (skip i	f same as Driver) First Na	me	MI		Addre	SS			City			Stat	e Zip)
(D1)	Driver Distracted By				(D2) Con	dition	at Time	e of Cra	sh						
(LJ)	Driver Actions at Time	of Crash 1			1 - App	arenti	y Nor	mal Time of	f Crash	12					
(00)						017101	ono at								
Alco	hol Test Urine	st Not Given Test R	efused est (Not Field S	Blood Sobriety or PBT	Alcoh	ol Test	Resul	t Pendii	ng	Alcoho	DI BAC	Result			
Druę	g Test	st Not Given Test R	efused	Blood	Drug Tes	st Resu	ılt	Pos	sitive		legativ	e [Pend	ding	
(D4)	Non Motorist Location	at Time of Crash			(D5) Non	Motor	ist Acti	on Prio	r to Cra	ash					
(D6)	Non Motorist Action at	Time of Crash 1			(D6) Non	Motor	ist Acti	on at T	ime of	Crash	2				
(07)	De de stris e Marson					- Park M									
(D7)	Pedestrian Maneuvers	5			(D8) BIC)	CIIST IV	aneuv	ers							
SEA	PERSON TYPE 1-Drive	r, 2-Passenger, 3-Pedestriar SEAT POSITION OTHER	, 6-Driver/Ow A RBAG DEPI	ner, 7-Bicycle LOYED RES	e, 8-Passer TRA NT SYS	iger/Ow TEM	ner, 24-	Last Kno INJU	own Op RY TYPE	erator 2	25-Last ł NJURY A	(nown (REA	Operato NJURY	r/Owner DEGREE	
1-Fr 2-Se	ont Row 1-Left (driver) econd Row 2-Middle	1-Sleeper Section of Cab (truc 2-Other Enclosed Cargo Area	()1-Not Applicat 2-Not Deploye	ole 1-No ed 2-No Front 2-No	t Applicable ne Used - Mo	otor Vehic	cle Occup	1-Am pant 2-Ble	putation eding	1 2 05	-Face -Head		1-Fatal 2-Incapa	acitating	
3-11 4-Fo 5-Ot	burth Row 3-Right burth Row 4-Other ther Row 5-Unknown	4-Trailing Unit 5-Riding on Motor Vehicle Ext	4-Deployed - S 5-Deployed - C	Side 4-Sh Other 5-La	oulder and La oulder Belt O p Belt Only U	ap Beit U nly Used sed	sea	4-Bur 5-Cor	ns ncussion	4	-Back -Arm(s)		4-Possit 5-No Inj	ole Injury ury	ig
6-Ur	nknown	(non-trailing unit) 6- Unknown	(knee, air belt, 6-Deployed - Combination) 6-Re 7-Ch	straint Used - ild Restraint -	Other	Facing	6-Sho 7-Diz 8-Abr	ock ziness asion/Bri	6 7 Uises 8	6-Leg(s) 7-Chest St	tomach	NJURY	INFO SO	URC
1-No 2-Ej	of Ejected 1-DOT-Col ected Partially 2-Other He	JSE mpliant Motorcycle Helmet elmet	7-Deployment	- Curtain 9-Ch 10-B	ild Restraint - ooster Seat	Used In	correctly	9-Coi 10-Oi	mplaint o ther	f Pain 9	-Entire Bo 0-Other	ody	2-Individ 3-Medic	lual Stater al, Param	nent edical
3-Ej	ected Totally 3-No Helm	et		11-C	hild Restrain	t - Other						AMB (Observa - CODES	ation see code	shee
Perso Type	Include Driver, Passengers	, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB F	eat Seat Pos Pos	Seat Pos	Air Bag Deployed	Ejected	Restrain System	t Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	Last Name, First Name, M	II	M 06	/17/74	1 1	Other		1	3		5			2	
-				, _, , , , ,				-						-	
		lic Sofoty													

Page 19 of 59 on 12/20/2013, 8:43 AM

Unit I			`	Licens	se Plat	e	State	(U1) U	nit Tvo	e				Uľ		AG
2	Hit Run?	SHSRD78876U44228	8	*			ME	1 - Pa	sseng	jer Ca	r					
No	o Insurance NAIC	Insurance Co *	mpany	Name				lr *	nsuran	ce Poli	cy Nur	nber				
(U2) \	Vehicle Make	I			Ve	hicle Y	'ear	(U3) Vehi	cle Col	or					
26 - (U4)\	HONDA /ehicle Configuration				G\	/WR 0	r GCW	4 - R	Blue							
· · · ·						< 10	,000 lb	S.	1	0,001	- 26,00	00 lbs.		> than	26,00	0 lbs.
Vehic	cle Has 9 or More Sea	ats ? HAZMAT Yes No	Placar	ded ? Yes No	Ve	East	ravel L bound		n Nestbo	North North	nbound N	d lot on F	S Roadwa	Southbo	ound Unk	nowr
(U5) \$	Special Function Veh	icle		Exempt Vehi	cle En	nergen	cy Veh	icle Re	spond	ing to S	Scene	?				
Exter	nt of Damage	a Damaga Obsarved		nor Domogo			Junctio	nal Dar	200					icoblin		200
(116) 1		o Damage Observed			(11		t Harm		nt			weu Di	ue lo D	1540111	y Dam	aye
(00) 1	Most Damaged Area				(0)	7) 1003	a nam		110							
(U8) I	Pre Crash Actions				(U)	9) Con - Non	tributin	g Circu	mstan	ces - V	ehicle					
(U10)) Sequence of Events	5 1			(U	10) Se	quence	e of Eve	ents 2							
(U10)) Sequence of Events	3			(U	10) Se	auence	e of Eve	ents 4							
(010)					(0	,										
√ [Driver Bicycle	Pedestrian License	Numbe	er 🖌 Active		Licen	se 🔤 F Suspen	Permit and ded	State ME	Lice C	nse Cla	ass E	indorse	ements	Restr 0	ictior
DRIV	/ER Last Name	First Name			MI DF	RIVER	Addres	SS		- 1	Cit	y		Sta	te Z	Zip
★ Citati	ion Number Pendir	ng			* Vio	ML* olation	1				Viol	ation 2				
				N4L			Adduce				0:10			Ctor	. 7	
*	IER Last Name (skip	if same as Driver) First Na	ime	IVII	*	ME*	Addres	S			City			Sta	e z	ip
(D1) I	Driver Distracted By				(D)	2) Con	dition a	at Time Norn	of Cra	sh						
(D3) I	Driver Actions at Time	e of Crash 1			(D	3) Driv	er Acti	ons at 7	Time of	f Crash	2					
Alcoh			ofuood		ad a						Alcoho	IBAC	Result			
	Breath Urine	Other Chemical T	est (Not	Field Sobriety or I	PBT)	Alcoho	ol Test	Result	Pendir	ng			rtooun	•		
Drug	Test Test	est Not Given Test R	efused	Bloo	od Dr	ug Tes	st Resu	lt	Pos	sitive		legativ	ve [Pen	ding	
(D4) I	Non Motorist Location	n at Time of Crash			(D	5) Non	Motor	st Actio	on Prio	r to Cra	ash					
(D6) I	Non Motorist Action a	t Time of Crash 1			(D	6) Non	Motor	st Actio	on at T	ime of	Crash	2				
(-))											
(D7) I	Pedestrian Maneuvei	S			(D	8) Bicy	clist M	aneuve	rs							
	PERSON TYPE 1-Driv	er, 2-Passenger, 3-Pedestriar	, 6-Drive	er/Owner, 7-Bio	ycle, 8-	Passen	ger/Ow	ner, 24-l	_ast Kno	own Op	erator 2	25-Last	Known	Operato	or/Owne	r
SEAT 1-From 2-Sec	I ROW SEAT POSITION Int Row 1-Left (driver) cond Row 2-Middle	1-Sleeper Section of Cab (truc 2-Other Enclosed Cargo Area	k)1-Not A 2-Not D	oplicable 1 oploved 2	-Not App -None II	NI SYS blicable sed - Mo	I EM	le Occup	1-Am ant 2-Ble	putation eding	1	-Face -Head	AREA	1-Fatal	acitating	E
3-Thir 4-Fou	rd Row 3-Right urth Row 4-Other	3- Unenclosed Cargo Area 4-Trailing Unit	3-Deplo 4-Deplo	yed - Front g	Shoulde	er and La er Belt Or	p Belt Us nly Used	sed	3-Bro 4-Bur	ken Bone ns	es 3	-Neck -Back		3-Nonİr 4-Possi	ncapacita ble Injury	ting
5-Oth 6-Unk	ner Row 5-Unknown known	5-Riding on Motor Vehicle Ext (non-trailing unit)	5-Depio (knee, a 6-Depio	ir belt,) 6	6-Lap Bel 6-Restrail 7-Child R	t Only Us nt Used - estraint -	other Forward	Facing	5-Cor 6-Sho 7-Diz	icussion ock ziness	5 6 7	-Arm(s) -Leg(s) -Chest S	tomach	5-No In	JURY (INFO S	OURC
EJEC 1-Not	TED HELMET	USE	Combin 7-Deplo	ation 8 yment - Curtain 9	-Child R -Child R	estraint - estraint -	Rear Fa	cing	8-Abr 9-Cor	asion/Bri	uises 8 Pain 9	-Internal -Entire B	lody	1-Office 2-Indivi	er Observ dual State	ation ement
2-Ejeo 3-Ejeo	cted Partially 2-Other H cted Totally 3-No Helr	lelmet net		1	0-Booste 1-Child	er Seat Restraint	t - Other		10-Ot	her	1	0-Other		3-Media Observ	al, Parar ation	nedica
Doroon	Include Driver, Passenger	s, Bicyclist, and Pedestrians			Seat	Soot	Seat	Air Bog		Pootroint	Holmot	loiun	AMB	CODES	- see cod	e shee
Туре	Last Name, First Name,	Mi	(M,F,U)	DOB	Pos Row	Pos	Pos Other	Deployed	Ejected	System	Use	Degree	Туре	Area	Source	Code
6	*		F	05/05/62	1	1			1	3		5			2	
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Page 20 of 59 on 12/20/2013, 8:43 AM

2010-31904C	STAT	E OF MA	INE	CRASH	RE	PORT		FIRST PAG
Reporting Agency ME0030400	Report Numb 10GOR-410	er -AC	Cras 12/	sh Date 17/2010	Cra 13:	sh Time 30	At Scene Date 12/17/2010	At Scene Time 13:40
City or Town Gorham	Stre	et or Highway 3 GRAY RD			Ne	earest Intersectir	g Street	Off Ro
Direction FROM Nearest Intersec	ction to Crash Site	Distar West	nce From	Nearest Inter	. La s	atitude	Longit	tude
Node 1 Node 2 15714 0		Measurement N 59482	lode	Distance to So	cene iths	Posted Speed Li Miles 25 r Ho	mit Unknov	vn Not Posted
(F1) Type of Crash 4 - Intersection Movement		I		(F2) Type of L 21 - Traffic	_ocati	on e/Roundabout		
F3) Weather Condition				(F4) Light Cor	nditior	ר <u>ייייייייייי</u> ו	<u> </u>	
(F5) Road Grade				(F6) Road Su	rface	Condition		
F7) Traffic Control Device				1 - Dry Traffic Contro	l Dev	ice Operational (pre-crash)?	
6 - Yield Sign (F8) Location of First Harmful Eve	ent			Total Damage	e over	Threshold?	Yes No	Unk
(F9) Contributing Circumstances	- Environment 1			(F9) Contribut	ting C	ircumstances - F	Yes	No
+10) Contributing Circumstances	s - Koad 1			(⊢10) Contrib	uting	Circumstances -	Road 2	
n or Near a Construction, Mainte	enance, or Utility W	/ork Zone? ✓No	Unk	Work Zone W	/orker	s Present?	Yes No	Unk
F11) Location of the Crash relate	ed to Work Zone			(F12) Type of	Work	Zone		
aw Enforcement Present at Wor	rk Zone? Law Enforcement	Vehicle Only	No	School Bus R	elated	d? nvolved Yes	s, Indirectly Involv	ved No
				Route 237 Newel Little F Mart Ri	ag act of raits Winit ray Road oute 202	eh2 Veh1	Mosher Road Route 237	
Witness Last Name *	First		MI	Address * ME*		City		State Zip
Witness Last Name	First		MI	Address		City		State Zip
Non Vehicle Property Damage De	escription					State	City or Town	Utilities Priva
Property Owner Name				Address		City		State Zip
Non Vehicle Property Damage De	escription			1		State	City or Town	Utilities Priva
Property Owner Name				Address		City		State Zip
Reporting Officer COFFIN, MICHAEL	E C	Badge# Re 6106 12	eport Dat 2/22/2	e Ar 010 Y	oprov OUN	ed By G, DANIEL	Form 13:204	Approved Date 12/22/2010

STATE OF MAINE CRASH REPORT

10G(OR	-410)-A	С						ST/	١T	EC	DF N	/AI	NE	CF	RA	∖S⊦	R	EPC)R	Т				U	NIT F	PAG
Unit II 1	D		Hit	Run	?	VII 11	N 16ed	26Y	43C	4208	95			Licens *	se Pla	te	0	State ME	(U1) 5 - P	Unit T Picku	ype p							
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(U2) \ 50 -	Vel	hicle	Mal	ke											V 2	ehicl	e Ye	ear	(L	13) Ve	hicle	Colo	or					
(U4)V	/eh	nicle (Con	figur	ation										0	iVWF	R or	GCW	'R	<u>, - r</u>						1 (1 -		
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(U6) I	Mo	st Da	ma	ged	Area										(l	J7) N	lost	Harm	nful Ev	rent								
(U8) F	Pre	e Cras	sh A	Actio	ns										(l	J9) C	ont	ributin	ig Circ	umst	ance	s - V	ehicle					
9 - S	tai	rting eque	in nce	traf	fic vents	1									1	- No	one Sec	uence	e of Ev	vents	2							
(0.0))) Sequence of Events 3														(10.01101										
(U10)	Driver Bicycle F														((J10)	Sec	luence	e of Ev	vents	4							
	Driver Bicycle P Last Known Operato /ER Last Name						edest	rian		_icens k	e Nu	mbe	er 🗸	Active		o Lic	ens S	e 🗌 F uspen	Permit	State ME	e	Licer C	nse Cl	ass	Endors 0	ements	Rest	rictior
DRIV	Last Known Operato								Firs	t Nan	ne				MI	RIVE	ER /	Addre	SS	1		-	Cit	у	•	Sta	ate	Zip
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(D3) [Driv	ver A	ctio	ins a	t Time Diab	e of	Crasl	ו 1 א							1)	D3) D	rive	er Acti	ons at	Time	of C	rash	2					
Alcoh	nol	Test	<u>, , , , , , , , , , , , , , , , , , , </u>		Те	est N	lot Gi	ven]Test	Refu	sed		Bloo	od _	Alc	oho	l Test	Resu	lt Pen	dina	/	Alcoho	DI BAC	C Resu	lt		
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(D7) F	Peo	destri	an	Man	euver	S									[]	08) B	licyc	clist M	aneuv	vers								
	PE	ERSO	ΝT	YPE	1-Drive	er, 2	Passe	enger,	, 3-Pe	edestri	an, 6-	Drive	r/Owner	r, 7-Bic	ycle, 8	B-Pase	seng	ger/Ow	ner, 24	-Last I	Know	n Ope	erator 2	25-Las	t Knowr	Operat	or/Own	er
SEAT 1-Fror	RC nt R	OW low	SE/ 1-L 2-M	AT PC eft (dri liddle	SITION ver)	N S	EAT P Sleepe	DSITIC er Sect Enclos	ON OT ion of ed Ca	HER Cab (tr	A H uck)1-N a 2-N	RBAG Not Ap Not De	DEPLOY plicable ploved	'ED F	RESTR	A NT S oplicab	SYST ole Mote	EM or Vehic	le Occu	IN 1- - nant 2-	JURY Amput Bleedii	TYPE ation ng	1	NJURY -Face 2-Head	AREA	NJUR 1-Fata 2-Incar	Y DEGR I pacitating	EE
3-Thir 4-Fou	rd R urth I	ow Row	3-R 4-C	ight ther		3	Unen Trailin	closed g Unit	Cargo	Area	3-D 4-D	Deploy Deploy	ed - Fron	it 3	3-Shoul I-Shoul	der and der Be	d Lap It On	Belt Used	sed	3- 4-	Broker Burns	Bone	is 3	-Neck -Back		3-Nonl 4-Poss	ncapacit ible Inju	, ating Y
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EJEC 1-Not	TEC Eje	C cted		HE 1-[LMET	USE omplia	ant Mot	orcycle	e Heln	net	Co 7-D	mbina Deploy	ation vment - C	ertain g	3-Child 9-Child	Restra Restra	int - I int - l	Rear Fa Used Ind	cing correctly	, 9-1	Abrasi Compl	on/Bru aint of	iises 8 Pain 9	B-Interna B-Entire	al Body	1-Offic 2-Indiv	er Obser idual Sta	vation tement
2-Ejec 3-Ejec	cted cted	Partia Totally	lly /	2-0 3-1	Other H No Helr	lelme net								1	0-Boos	ter Se Rest	at raint	- Other		10	-Other		1	0-Othe	r	3-Med Observ	al, Para ation	imedica
Person	n In	clude E	Drive	r, Pas	senger	s, Bic	yclist, a	ind Pe	destria	ans		Sex			Seat	Se	at	Seat	Air Bag		Res	straint	Helmet	Injury	AME Injury	3 CODES Injury	- see co Inj Info	de shee Amb
Туре	La	ast Nan	ne, I	First N	ame, I	Mi					(N	I,F,U)		0	Pos Row	Po	os	Pos Other	Deploye	ed Elect	eu Sy	stem	Use	Degre	e Type	Area	Source	Code
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Page 22 of 59 on 12/20/2013, 8:43 AM

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(U6)) M	lost	Dar	nag	ged	Area	l											(U7) Mos	t Harn	nful Ev	ent								
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(U1(0) Sequence of Events 3																(U1	0) Se	quenc	e of Ev	vents 4	ŀ								
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	ום [']	Driver Bicycle Pe Last Known Operator VER Last Name					ede r	stria	in	」Li *	cens	e Nu	imbe	r v	Activ	/e	No	Licen	se [] I Susper	Permit nded	State ME	C	cense	e Cla	ass E	ndors	ements	A Rest	rictior	
DRI' *	VE	Last Known Operator								F	-irst	Nam	ne				MI	DR * N	IVER 1E*	Addre	SS				City	/		Sta	ate 2	Zip
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OW	/NER Last Name (skip if same					ime	as l	Drive	∋r) F	irst N	lame)	Ν	ЛІ		OW	/NER	Addre	SS			(City			Sta	te Z	ip		
* (D1)) Di	rive	r Di	stra	cted	d Bv												* N (D2	1E*	dition	at Tim	e of Ci	ash							
(= .)	<u>, , , , , , , , , , , , , , , , , , , </u>) :												1-	Appa	rentl	y Nor	mal								
(D3)) Di	rive	r Ac	tior	ns a	t l in	ne of	Cra	ash '	1								(D3) Driv	er Acti	ons at	lime	of Cra	sh 2						
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6-Ur	nkno FCTF	own ED					(r 6	- Un	trailing knowi	g unit) n			(кг 6-І Сс	iee, ai Deploy mbina	ed - tion)	6-Res 7-Chi	strain Id Re	t Used - straint -	Other Forward	I Facing	6-S 7-D 8-A	поск izziness brasion/	Bruise	6- 7- 85 8-	Leg(s) Chest S Internal	tomach	NJUR 1-Offic	Y INFO S	
1-No 2-Ej	ot Ej	jecte ed P	ed artiall [,]	y	HE 1-[2-0	DOT-C	l USE Complia Helme	ant M	Aotoro	cycle ł	Helm	et	7-1	Deploy	ment -	Curtain	9-Chi 10-Bo	ld Re loste	straint - straint - Seat	Used In	correctly	9-C 10-	omplain Other	t of Pa	ain 9- 10	Entire B D-Other	ody	2-Indiv 3-Medi	idual Stat cal, Para	ement medica
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Perso Type	on ^I e	Inclu	de Di	river	Pas	senge	rs, Bic	yclis	t, and	Pede	stria	ns	(N	Sex 1,F,U)	I	DOB	Se	eat os	Seat Pos	Seat Pos	Air Bag	d Ejecte	d Restra	aint He em l	elmet Jse	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
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Page 23 of 59 on 12/20/2013, 8:43 AM

Reporting Agency Report Number Crash Date At Scene Date At Scene Time Crash Time 1/15/2011 ME0030400 11:39 11GOR-20-AC 11:20 1/15/2011 Street or Highway City or Town Nearest Intersecting Street Off Road Gorham 698 GRAY RD **8 NEWELL ST** Direction FROM Nearest Intersection to Crash Site Distance From Nearest Inter. l atitude Longitude ✓ At Intersection North South East West Feet Miles Distance to Scene Posted Speed Limit Measurement Node Node 1 Node 2 Unknown Not Posted 25 15714 0 N/A Not Posted 45 MOes Tenths Miles 25r Hour (F1) Type of Crash (F2) Type of Location 4 - Intersection Movement 21 - Traffic Circle/Roundabout (F3) Weather Condition (F4) Light Condition 1 - Clear 1 - Daylight (F5) Road Grade (F6) Road Surface Condition 1 - Level 1 - Dry (F7) Traffic Control Device Traffic Control Device Operational (pre-crash)? ✓ Yes No Unk 6 - Yield Sign (F8) Location of First Harmful Event Total Damage over Threshold? No 1 - On Roadway 🖌 Yes (F9) Contributing Circumstances - Environment 1 (F9) Contributing Circumstances - Environment 2 1 - None (F10) Contributing Circumstances - Road 1 (F10) Contributing Circumstances -Road 2 1 - None In or Near a Construction, Maintenance, or Utility Work Zone? Work Zone Workers Present? Yes ✓ No Unk Yes No Unk (F11) Location of the Crash related to Work Zone (F12) Type of Work Zone Law Enforcement Present at Work Zone? School Bus Related? Law Enforcement Vehicle Only Officer Present ٦No Yes, Directly Involved Yes, Indirectly Involved ✓ No NARRATIVE CRASH DIAGRAM 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. Parking lot of Little Falls Route 23 Gray Road Pante 202 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

1/15/2011

Page 1

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Page 24 of 59 on 12/20/2013, 8:43 AM

G102

DAVID M KEARNS

Maine Department of Public Safety

FIRST PAGE

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2852	
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STATE OF MAINE CRASH REPORT

Init							State							UN	II P	٩G
1	Hit Run?	2GCEK19M8V11734	65	*	Fiai	e	ME	5 - Pi	ckup							
Nc	o Insurance NAIC	Insurance Co *	mpany	Name				li X	nsuran ¢	ce Poli	cy Nun	nber				
(U2) \	Vehicle Make	I.			Ve 10	hicle Y	'ear	(U3	B) Vehi	cle Col	or					
(U4)V	/ehicle Configuration				G	VWR o	r GCW	/R		<u> </u>						
Vehic	le Has 9 or More Sea	ts ? HAZMAT	Placar	ded ?	Ve	< 10 ehicle T	,000 lb Travel [os. Directio	n [0,001 ·	- 26,00 bound	0 lbs.	: ເ:	> than	26,000) Ibs.
(115) (Y	es 🗸 No		Yes 🖌 No		East	tbound		Westbo	ound	N	ot on R	Roadwa	ay [Unki	nowr
(U5) 3 1 - N	Special Function Vehi Io Special Function	cle		Exempt Vehic	le Er	nergen	icy ver	NICIE RE	espond	ing to a	scene	<i>!</i>	Ye	s .	∕ No	
Exten	nt of Damage	Damage Observed	M	nor Damage		V F	unctio	nal Dai	mage		Tov	ved Du	ie to Di	sabling	g Dama	age
(U6) N	Most Damaged Area				(U	7) Mos	t Harm	nful Eve	ent m Turo	nonori						
(U8) F	Pre Crash Actions				(U	9) Con	tor ve	ng Circu	umstan	ces - V	ehicle					
19 -	Merging Sequence of Events	1			1	- Non 10) Se	e auence	e of Ev	ents 2							
21 -	Motor Vehicle In T	ransport			(0	10) 00	900100									
(U10)	Sequence of Events	J			(U)	10) Se	quence	e of Eve	ents 4							
√ [Driver Bicycle	Pedestrian License	Numb	er 🖌 Active	No	Licen	se 🔤 F Suspen	Permit nded	State ME	Licer	nse Cla	ass Ei	ndorsei	ments	Restri	ctior
DRIV	ER Last Name	First Name	Э	Ν	11 Di	RIVER	Addre	SS		I	City	/		Sta	te Z	ip
▲ Citation	on Number Pendin	g			Vie	ME* olation	1				Viola	ation 2				
	IFR Last Name (skin it	same as Driver) First N	ame	MI		WNER	Addree	cc			City			Stat	o 7i	0
*			unio	1011	*	ME*					Oity			Olut		þ
(D1) [1 - N	Driver Distracted By lot Distracted				(D 1	2) Con - Appa	dition a arentl	at Time y Norr	of Cra nal	ish						
(D3) [3 _ E	Driver Actions at Time	of Crash 1			(D	3) Driv	er Acti	ons at .	Time o	f Crash	2					
Alcoh		st Not Given Test F	Refused	Blood		Alcoh	ol Test	Result	Pendi	ng	Alcoho	I BAC	Result			
Drug	Test V Tes	st Not Given Test F	Refused	Bloo	d Dr	ug Tes	st Resu	ılt	Po	sitive		legative	e [Pend	lina	
(D4) 1	Urine Urine Non Motorist Location	at Time of Crash			(D	5) Non	Motor	ist Actio	on Prio	r to Cra	ash	- 3				
	Non Motorist Action at	Time of Crash 1			(D	6) Non	Motor	ist Activ	on at T	ime of	Crash	2				
(D0)1	Non Motorist Action at				(D	0) NON	WOU	ISI AGIN	Jirati		Clasif	2				
(D7) F	Pedestrian Maneuvers	5			(D	8) Bicy	clist M	aneuve	ers							
05.17	PERSON TYPE 1-Drive	r, 2-Passenger, 3-Pedestria	n, 6-Driv	er/Owner, 7-Bicy	cle, 8-	Passen	ger/Ow	ner, 24-	Last Kn	own Ope	erator 2	5-Last k	Known C	Dperato		_
1-Fror 2-Sec	nt Row 1-Left (driver) cond Row 2-Middle	1-Sleeper Section of Cab (tru 2-Other Enclosed Cargo Area	ck)1-Not A 2-Not D	pplicable 1- eployed 2-	Not App None U	plicable Jsed - Mo	tor Vehic	cle Occup	1-Am ant 2-Ble	putation eding	1- 2-	Face Head	NLA	1-Fatal 2-Incapa	acitating	-
3-Thir 4-Fou	rd Row 3-Right Irth Row 4-Other	3- Unenclosed Cargo Area 4-Trailing Unit	3-Deplo 4-Deplo	yed - Front 3- yed - Side 4-	Should Should	er and La er Belt O	ap Belt Us nly Used	sed	3-Bro 4-Bu	ken Bone	es 3- 4-	Neck Back		3-NonIn 4-Possit	capacitat ble Injury	ng
5-Othe 6-Unk	er Row 5-Unknown mown	5-Riding on Motor Vehicle Ex (non-trailing unit)	(knee, a	ved - Other 5- air belt,) 6-	_ap Be Restrai	It Only Us nt Used -	sed Other		5-C0 6-Sh	ncussion ock	5- 6-	Arm(s) Leg(s)		5-No Inj		
EJEC	TED HELMET U	6- Unknown JSE	Combin	ation 8-	Child R	estraint - estraint -	Forward Rear Fa	l Facing icing	8-Ab	ziness rasion/Bru	/· uises 8·	Internal	omacn	1-Office	Observa	ition
2-Ejec	cted Partially 2-Other He	npliant Motorcycle Helmet Imet	7-Depid	yment - Curtain g- 10	-Boost	estraint - er Seat	Used In	correctly	9-C0 10-O	ther	Pain 9-	O-Other	bay	2-Individ 3-Medic	al, Paran	ment iedical
o-⊏jeu	3-No Helm	et		11	-Child	Restrain	t - Other						AMB C	CODES -	see code	shee
Person Type	Include Driver, Passengers	Bicyclist, and Pedestrians	Sex (M,F.U) DOB	Seat Pos	Seat Pos	Seat Pos	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	Last Name, First Name, N	1	M	02/01/71	Row 1	1	Other	2	1	3		5			2	1
2	*		м	03/07/65	1	3		2	1	3		5			2	1
2	*		м	07/20/99	2	1		2	1	3		5			2	1
2	*		м	05/12/97	2	3		2	1	3		5			2	1
						1	1	1	1	I						

Page 25 of 59 on 12/20/2013, 8:43 AM

11G	ID	K-20-A	C	N	VIN					ense P			State		Jnit Tvr					UN	III P	AG
2	2	H	it Run?		1GCEK	(19792	Z20039 2	2	*	1100 1	lato		ME	5 - Pi	ckup							
N	οI	nsuranc	e NA	IC		Insur *	ance Cor	npany	Name						nsuran K	ce Pol	icy Nur	nber				
(U2)	Ve	ehicle M	ake								Vehi	icle Y	ear	(U:	3) Vehi	cle Co	lor					
11 - (U4)\	Ve	hicle Cc	LE I nfigura	tion							GVV	VR o	r GCW	8 - 'R	Grey	, Silve	r					
(-) 												< 10	,000 lb	S.	1	0,001	- 26,00	00 lbs.		> than	26,00	0 lbs.
Vehic	cle	Has 9 0	or More	Seats	s? es 🗸	No	HAZMAT	Placar	ded ? Yes 🔽 N	١o	Veh	icle T East	ravel E bound	Directio	on Westbo	_Nort	hbound N	d lot on l	S Roadwa	outhbo ay	und Unk	nowr
(U5)	Sp	pecial Fi	unction	Vehic	le				Exempt Ve	ehicle	Eme	ergen	cy Veh	nicle Re	espond	ing to	Scene	?				
1 - N Exter	NO nt	of Dama	age r	tion															L Ye	es [
(110)	N 4			NO	Damag	je Obse	rved		nor Damag	je	(1.17)		unctio	nal Da	mage		010	wed D	ue to D	Isablin	g Dam	age
(U6) 1 - F	ivio Fro	ost Dam ont Pas	aged A sengei	rea r Corr	ner						(U7) 13·	· Mos - Mo t	t Harm tor Ve	hicle	ent in Tra	nspor	t					
(U8)	Pr	e Crash	Action	S							(U9)	Con	tributin	ig Circi	umstan	ces - \	/ehicle					
1 - F (U10)	-01)) S	Sequenc	e of Ev	vay ents 1							1 - (U10	D) Se	e quence	e of Ev	ents 2							
21 -	M	lotor Ve	ehicle	In Tra	anspo	rt					(114)	<u></u>										
(U10))) S	Sequenc	e of Ev	ents 3							(U10	J) Se	quence	e of Ev	ents 4							
\checkmark	Dr	iver B	Bicycle [Pedest	trian	License	Numbe	er 🖌 Acti	ive	No l	icen	se 🗌 F	Permit	State	Lice	nse Cl	ass E	indorse	ments	Restr	ictior
DRIV	/EI	Last K	lame	Operat	tor	Fi	rst Name			MI	DRI	UER	Addres	ss	ME		Cit	y		Sta	te Z	Zip
*											* M	E *										
Citati	tior	ו Numbe	er Pe	ending							Viola	ation	1				Viol	ation 2				
OWN	١EI	R Last N	lame (s	skip if :	same a	s Driver) First Na	me	MI		OW	NER	Addres	SS			City			Stat	e Z	ip
▲	Dr	river Dis	tracted	By							↑ M (D2)	E≁ Con	dition a	at Time	of Cra	ish						
1 - N	No	t Distra	acted								1 -	Appa	arently	y Nori	nal							
(D3) 1 - N	Dr No	iver Acti Contri	ions at buting	Time (Actio	of Cras on	h 1					(D3)	Driv	er Actio	ons at	Time o	f Crash	า 2					
Alcoh	hol	l Test		Test	Not G	iven	Test R	efused	В	lood	A	lcoho	ol Test	Result	Pendi	ng	Alcoho	DI BAC	Result			
Drug	вr ј Те	eath		Test	Not Gi	iven	Test R	efused	Field Sobriety	or PBT)	Drug	g Tes	t Resu	ılt		- 141		leneti			allia ar	
	NIa	on Mata	Ur	ine		Other						New	Matar	:		sitive		vegativ	/e	Pend	aing	
(D4)	INC	on iviotoi	rist loc	ation a	at Time	of Cras	n				(D5)	Non	IVIOTO	IST ACTI	on Pric	or to Cr	asn					
(D6)	No	on Motor	rist Acti	on at ⁻	Time of	f Crash	1				(D6)	Non	Motori	ist Acti	on at T	ime of	Crash	2				
(D7)	Pe	edestriar	n Mane	uvers							(D8)	Bicy	clist M	aneuve	ers							
				Drivor	2 Dooo	ongor 2	Dodootrion		or/Ownor 7	Piovolo	0 D		aor/Ow	nor 24	Loot Kn		orator	PE Loot	Known	Onorato	r/Owno	
SEAT	г Т R	LINGON S	EAT POS	SITION	SEAT P	OSITION (OTHER	A RBAG	B DEPLOYED	REST	, 0-F	T SYS	TEM	1161, 24-	INJU	RY TYPE		NJURY A	AREA	NJURY	DEGRE	E
1-Fro 2-Sec	ont l con	Row 1- nd Row 2-	-Left (drive -Middle	er)	1-Sleep 2-Other	er Section Enclosed	of Cab (trucł Cargo Area)1-Not A 2-Not D	pplicable eployed	1-Not 2-Nor	Applic le Use	cable ed - Mo	tor Vehic	le Occup	1-Am ant 2-Ble	putation eding	1 2	-Face -Head		1-Fatal 2-Incapa	acitating	
3-Thi 4-Fou	ird F urth	Row 3- 1 Row 4-	-Right -Other		3- Unen 4-Trailin	closed Car Ig Unit	rgo Area	3-Deplo	yed - Front yed - Side	3-Sha 4-Sha	ulder ulder	and La Belt Or	p Belt Us nly Used	sed	3-Bro 4-Bu	rns	es 3 4	-Neck -Back		3-NonIn 4-Possi	capacita	ting '
5-Oth 6-Unl	her Ikno	Row 5- own	-Unknowr	ו	5-Riding (non-tra	g on Motor iling unit)	Vehicle Ext	(knee, a	ir belt,)	5-Lap 6-Res	Belt C traint	Only Us Used -	sed Other		5-Co 6-Sh	ncussion ock	5	-Arm(s) -Leg(s)		5-No Inj	ury	
EJEC	СТЕ	ED	HEL	MET US	6- Unkn SE	own		6-Deplo	yed - ation	7-Chil 8-Chil	d Res d Res	traint - traint -	Forward Rear Fa	Facing cing	7-Diz 8-Abi	ziness rasion/Br	vises 8	-Chest S -Internal	stomach	NJURY 1-Office	r Observ	OURC
1-Not 2-Eje	ecte	ected d Partially	1-D0 2-Ot	OT-Com	pliant Mo net	torcycle He	elmet	7-Deplo	yment - Curtai	n 9-Chil 10-Bo	d Res oster	traint - Seat	Used Inc	correctly	9-Co 10-O	mplaint c ther	if Pain 9 1	-Entire E 0-Other	lody	2-Individ 3-Medic	dual Stat al, Para	ement nedica
3-Eje	ecte	d I otally	3-No	b Helme	t					11-Ch	ild Re	estraint	t - Other							ODES	ation	o shoo
Persor	n ^{li}	nclude Driv	/er, Passe	engers, I	Bicyclist,	and Pedes	trians	Sex		Se	at	Seat	Seat	Air Bag		Restrain	t Helmet	Injury	Injury	Injury	Inj Info	Amb
Туре	<u> </u>	_ast Name,	First Na	me, Mi				(M,F,U)) 008	Ro	bs DW	Pos	Other	Deployed	l Liected	System	Use	Degree	Туре	Area	Source	Code
6	*	د						М	11/03/6	57 1		1		2	1	3		5			2	1
2	*	ĸ						F	10/29/0)3 1		3		2	1	3		4	9	7	2	300
	+								-		+											
	+								1		-+											
Main		Donarta		Dukt	0 0 0 4 4 1	h.,											_			<u> </u>		
Main	ΩĪ	Donart-	ont of	Publi	c Safet	tv				Dec							Lo.r.	n 12.2		(in ord		

Page 26 of 59 on 12/20/2013, 8:43 AM

Reporting Agency ME0030400 City or Town Gorham Direction EROM Nearest Intersection						、 1		FIRS	T PAGE
City or Town Gorham Direction FROM Nearest Intersection	Report Numb 11GOR-96-	er AC	Cras 3/1	h Date / 2011	Crash Time 07:11	At Sc 3/1	ene Date 2011	At Scen 07:25	e Time
Direction FROM Nearest Intersection	Stre 10	et or Highway MOSHER RD			Nearest Inf 698 GRA	ersecting Str / RD	eet	Ľ	Off Road
At Intersection	on to Crash Site	Distanc	e From	Nearest Inter	Latitude		Longitu	de	
Node 1 Node 2		Measurement No	de I	Distance to S	cene Posted S	Speed Limit	Unknown	Not	Posted 25
(F1) Type of Crash		59482		(F2) Type of I	Location	s 25r Hour	N/A	Not	Posted 45
4 - Intersection Movement (F3) Weather Condition				21 - Traffic (F4) Light Co	Circle/Roun ndition	dabout			
1 - Clear				1 - Daylight					
(F5) Road Grade 1 - Level				(F6) Road Su 1 - Drv	rface Condition	n			
(F7) Traffic Control Device				Traffic Contro	I Device Oper	ation <u>al (</u> pre-c	rash)?		
6 - Yield Sign	+			Total Damag		✓ Yes	No	Un	ĸ
1 - On Roadway	l			Total Damag	e over Thresho		Yes	No	
(F9) Contributing Circumstances - E 1 - None	Environment 1			(F9) Contribu	ting Circumsta	nces - Enviro	nment 2		
(F10) Contributing Circumstances -	Road 1			(F10) Contrib	uting Circumst	ances -Road	2		
In or Near a Construction, Maintena	ance, or Utility V	Vork Zone?	Unk	Work Zone W	/orkers Presen	t?			k
(F11) Location of the Crash related	to Work Zone		UIIK	(F12) Type of	Work Zone				
Law Enforcement Present at Work 2	Zone? w Enforcement	Vehicle Only	No	School Bus R	elated?	Yes, Indi	rectly Involve	1 \ b	 √o
				Newel Route Parkin Mart	I Street 2237 Is list of Fails Mini				
	First			GR	ray Road oute 202		Mosher Road Route 237	Neda	
Witness Last Name	First		MI .	Address	ray Road oute 202	City	Mosher Road Route 237	State	Zip
Witness Last Name Witness Last Name	First		MI .	Address	ay Road Odde 202	City	Mosher Road Route 237	State	Zip
Witness Last Name Witness Last Name Non Vehicle Property Damage Dese	First First cription		MI .	Address Address	I I I I I I I I I I I I I I I I I I I	City City City ate City	Mosher Road Route 237	State State Utilities	Zip Zip
Witness Last Name Witness Last Name Non Vehicle Property Damage Dese Property Owner Name	First First cription		MI .	Address Address Address	I I I I I I I I I I I I I I I I I I I	City City City ate City City	Mosher Road Route 237	State State Utilities State	Zip Zip Private Zip
Witness Last Name Witness Last Name Non Vehicle Property Damage Dest Property Owner Name Non Vehicle Property Damage Dest	First First cription cription		MI .	Address Address Address	U V2 ray Road Oute 202 Sta	City City City ate City City City City City	Mosher Road Route 237	State State Utilities State Utilities	Zip Zip Private Zip
Witness Last Name Witness Last Name Non Vehicle Property Damage Desc Property Owner Name Non Vehicle Property Damage Desc Property Owner Name	First First cription cription		MI .	Address Address Address Address	U V2 ray Road Oute 202	City City City City City City City City	Mosher Road Route 237	State State Utilities State Utilities State	Zip Zip Private Zip Private Zip

Maine Department of Public Safety

11G	OR-96-AC		STAT	E OF	MAIN	EC	R/	\SH	RE	PO	RT				UN	IIT P	٩G
Unit	ID Hit Run?	IGCDT13X9	3K110089		k License	Plate		State ME	(U1) U 5 - Pi	Init Typ ckup)e						
N	lo Insurance NAIC	Insu *	rance Compa	any Nam	ie				 *	nsuran ¢	ce Poli	cy Nun	nber				
(U2)	Vehicle Make					Vehi	cle Y	ear	(U3	3) Vehi	cle Col	or					
(U4)	Vehicle Configuration					GVV	R or	r GCW	R R	ыце							
Vehi	cle Has 9 or More Sea	ats ?	HAZMAT PI	acarded	?	Vehi	< 10. cle T	,000 lb ravel Γ	s. Directio	n [0,001	- 26,00	0 lbs.		> than	26,000) lbs.
VOIII		res √ No		Yes	No		East	bound		Westbo	bund		ot on F	Roadwa	ay [Unki	nown
(U5) 1 - M	Special Function Vehi No Special Function	icle		Exe	mpt Vehicle	Eme	rgen	cy Veh	icle Re	espond	ing to S	Scene '	?	Ye	s [✓ No	
Exte	nt of Damage	o Damage Obse	erved v	Minor I	Damage		F	unction	nal Dar	mage		Tov	ved Du	ue to Di	sablin	g Dama	age
(U6)	Most Damaged Area					(U7)	Mos	t Harm	ful Eve	ent							
5 - F	Rear Passenger Cor Pre Crash Actions	ner				13 -	Mot Cont	tor Ve	hicle i a Circu	i n Tra i Imstan	nsport	ehicle					
1 - F	Following roadway					1 -	lone	9	9 0			0111010					
(U10 21 -)) Sequence of Events Motor Vehicle In T	1 Transport				(U10) Seo	quence	e of Eve	ents 2							
(U10) Sequence of Events	3				(U10) Sec	quence	e of Eve	ents 4							
	Driver Bicycle	Pedestrian	License Nu	umber	✓ Active	No L	icens	se F	Permit	State	Lice	nse Cla	ass E	ndorse	ments	Restr	ctior
	Last Known Oper	ator	irst Name		MI		S /FR		ded	ME	C	City	/		Sta	to 7	in
*			list Name		IVII	* M	E*	Addres	55				/		Ota		ιp
Citat	tion Number Pendin	ng 🔄				Viola	tion	1				Viola	ation 2				
OWN	NER Last Name (skip i	if same as Drive	r) First Name	9	MI	OWN		Addres	S			City			Stat	e Zi	р
(D1)	Driver Distracted By					(D2)	Con	dition a	at Time	of Cra	ish						
	Not Distracted	of Crach 1				1 - /	Appa Drive	arently	Norr	nal Timo o	f Crack	2					
1 - ľ	No Contributing Act	tion				(D3)	DIIV		JIIS at	nine o		2					
Alco	hol Test	st Not Given	Test Refu hemical Test	ISEC	Blood Sobriety or PB1		lcoho	ol Test	Result	Pendi	ng	Alcoho	I BAC	Result			
Drug	j Test	st Not Given	Test Refu	ised	Blood	Drug	Tes	t Resu	lt	Po	sitive	N	legativ	/e	Pend	ding	
(D4)	Non Motorist Location	at Time of Cras	sh			(D5)	Non	Motori	st Actio	on Prio	r to Cra	ash					
(D6)	Non Motorist Action a	t Time of Crash	1			(D6)	Non	Motori	st Actio	on at T	ime of	Crash	2				
(20)						(20)			0171011	on at 1		oraoin	_				
(D7)	Pedestrian Maneuver	S				(D8)	Bicy	clist Ma	aneuve	ers							
	PERSON TYPE 1-Drive	er, 2-Passenger, 3	-Pedestrian, 6-		vner, 7-Bicycl	e, 8-Pa	ssen	ger/Owr	ner, 24-l	Last Kn	own Op	erator 2	5-Last	Known C	Operato	r/Owner	-
1-Fro 2-Se	ont Row 1-Left (driver) cond Row 2-Middle	1-Sleeper Section 2-Other Enclosed	of Cab (truck)1-1 Cargo Area 2-1	Not Applical	ble 1-No ed 2-No	t Applic	able d - Mot	tor Vehic	le Occup	1-Am ant 2-Ble	putation eding	1- 2-	-Face -Head		1-Fatal 2-Incapa	acitating	L
3-Thi 4-Fo	ird Row 3-Right urth Row 4-Other	3- Unenclosed Ca 4-Trailing Unit	argo Area 3-l 4-l	Deployed - Deployed - Deployed -	Front 3-Sh Side 4-Sh	oulder a	ind La Belt Or	p Belt Us nly Used	ed	3-Bro 4-Bui	ken Bone ns	es 3- 4-	-Neck -Back		3-NonIn 4-Possi	capacitat	ing
6-Un	iknown	(non-trailing unit) 6- Unknown	(kr 6-I	nee, air belt Deployed -	(,) 6-Re	straint l	Jsed - raint -	Other Forward	Facing	6-Sho 7-Diz	ziness	6- 7-	-Leg(s) -Chest S	tomach	NJURY	INFO SO	DURC
EJEC 1-No	CTED HELMET	USE	Co 7-I	ombination Deployment	8-Cl t - Curtain 9-Cl	ild Rest ild Rest	raint - raint -	Rear Fac Used Inc	cing correctly	8-Abi 9-Co	rasion/Bri mplaint o	uises 8- f Pain 9-	Internal Entire B	lody	1-Office 2-Individ	r Observa Jual State	ation ment
2-Eje 3-Eje	ected Partially 2-Other H ected Totally 3-No Helm	elmet net			10-E 11-C	booster S Child Re	Seat straint	- Other		10-O	ther	10	0-Other		3-Medic Observa	al, Paran ation	nedica
	Include Driver Passengers	Bicyclist and Pede	strians			eat		Seat	A: 5					AMB C	ODES -	see code	e shee
Type	Last Name, First Name, N	/i	(N	Sex /I,F,U)	DOB F	Pos low	Seat Pos	Pos [Other	Air Bag Deployed	Ejected	System	Use	Injury Degree	Type	Area	Source	Code
1	*			F 08	/24/64	1	1		2	1	3		5			2	1
1																	

Page 28 of 59 on 12/20/2013, 8:43 AM

	SIAI			АЭП	REPU	K I			UN	IIT P/	١G
Unit ID 2 V Hit Run?	VIN	License *	Plate	State	(U1) Unit Typ 1 - Passen d	e Jer Car					
NAIC NAIC	Insurance Comp	bany Name		<u> </u>	Insuran *	ce Polic	y Number				
(U2) Vehicle Make			Vehicle	Year	(U3) Vehi	cle Colo	r				
(U4)Vehicle Configuration			GVWR	or GCWF	 9 - Purp २	e,Oran	ge,Other				
Vehicle Hee O or More See		looprided 2	Vobiolo	0,000 lbs	S. 1	0,001 -	26,000 lbs		> than	26,000	lbs.
	íes √ No	Yes VNo	Ea	stbound	Westbo	bund	Not on	Roadwa	ay	Unkr	owr
(U5) Special Function Vehice 1 - No Special Function	cle	Exempt Vehicle	Emerge	ency Vehi	icle Respond	ing to Se	cene ?	ΞYe	es	✓ No	
Extent of Damage	Damage Observed	Minor Damage		Function	al Damage		Towed D	Due to D	isablin	g Dama	ige
(U6) Most Damaged Area			(U7) Mo	ost Harmf	ul Event						
16 - Unknown			13 - M	otor Vel	hicle in Tra	nsport ces - Ve	hicle				
19 - Merging			1 - No	ne	, e						
(U10) Sequence of Events 21 - Motor Vehicle In T	1 ransport		(U10) S	equence	of Events 2						
(U10) Sequence of Events	3		(U10) S	equence	of Events 4						
Driver Bicycle	Pedestrian License N	umber Active	No Lice	nse 🗌 P	ermit State	Licen	se Class	Endorse	ements	Restri	ctior
Last Known Opera	ator First Name	MI		Suspend	s		City		Sta	te Z	р
Citation Number Dondin			Violatia	n 1			Violation	2			
	9		Violatio				VIOIALIOIT	2			
OWNER Last Name (skip if	f same as Driver) First Nam	e MI	OWNEI	R Addres	S		City		Stat	e Zij)
(D1) Driver Distracted By			(D2) Co	ndition a	t Time of Cra	sh					
(D3) Driver Actions at Time	e of Crash 1		(D3) Dr	ver Actio	ns at Time o	f Crash	2				
Alcohol Test	st Not Given Test Ref	used Blood		hal Taat I	Pocult Dondi	A	lcohol BAC	C Result	t		
Breath Urine	Other Chemical Tes	t (Not Field Sobriety or PBT				ig					
	Other					sitive	Negati	ve	Pend	ding	
(D4) Non Motorist Location	at Time of Crash		(D5) No	n Motoris	st Action Prio	r to Cras	sh				
(D6) Non Motorist Action at	t Time of Crash 1		(D6) No	n Motoris	st Action at T	ime of C	rash 2				
(D7) Pedestrian Maneuvers	6		(D8) Bio	cyclist Ma	aneuvers						
PERSON TYPE 1-Drive	r, 2-Passenger, 3-Pedestrian, 6	S-Driver/Owner, 7-Bicycl	e, 8-Passe	enger/Own	er, 24-Last Kn	own Oper	rator 25-Las	t Known (Operato	r/Owner	
SEAT ROW SEAT POSITION	SEAT POSITION OTHER	RBAG DEPLOYED RES	TRA NT SY	STEM	INJU 1-Am	RY TYPE	NJURY 1-Face	AREA	NJURY 1-Fatal	DEGRE	3
2-Second Row 2-Middle 3-Third Row 3-Right	2-Other Enclosed Cargo Area 3 3- Unenclosed Cargo Area 3	-Not Deployed 2-No -Deployed - Front 3-SH	one Used - N	Aotor Vehicle	e Occupant 2-Ble ed 3-Bro	eding ken Bones	2-Head 3-Neck		2-Incap 3-NonIn	acitating capacitati	ng
4-Fourth Row 4-Other 5-Other Row 5-Unknown	4-Trailing Unit 4 5-Riding on Motor Vehicle Ext 5	-Deployed - Side 4-Sh -Deployed - Other 5-La	p Belt Only	Only Used Used	4-Bui 5-Co	ns ncussion	4-Back 5-Arm(s)	4-Possil 5-No Ini	ble Injury ury	-
6-Unknown	(non-trailing unit)	nee, air belt,) 6-Re -Deployed - 7-CH	estraint Use	d - Other	6-Sho Facing 7-Diz	ock ziness	6-Leg(s) 7-Chest	Stomach	NJURY	INFO SC	
EJECTED HELMET L	JSE	Combination 8-Ch	nild Restrain	t - Rear Fac	ing 8-Abi	asion/Bruis	ses 8-Interna	al Body	1-Office	r Observa	tion
2-Ejected Partially 2-Other He	mpliant Motorcycle Helmet	10-E	looster Seat		10-O	ther	10-Othe	r	3-Medic	al, Param	edica
3-Ejected Lotally 3-No Helm	et	11-C	hild Restra	int - Other				AMB	CODES -	see code	shee
Person Include Driver, Passengers	, Bicyclist, and Pedestrians	Sex DOB F	Seat Sea	Seat Pos	Air Bag Ejected	Restraint H	Helmet Injury	Injury	Injury	Inj Info	Amb
Last Name, First Name, M	1i			Other		Jysielli		s iype	Aiea	Jource	JUUE
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Page 29 of 59 on 12/20/2013, 8:43 AM

Reporting Agency Report Number Crash Date At Scene Date At Scene Time Crash Time ME0030400 11GOR-189-AC 5/13/2011 20:51 20:46 5/13/2011 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. l atitude Longitude ✓ At Intersection North South East West Feet Miles Distance to Scene Posted Speed Limit Measurement Node Node 1 Node 2 Unknown Not Posted 25 15714 0 N/A Not Posted 45 MOes Tenths Miles 25r Hou (F1) Type of Crash (F2) Type of Location 4 - Intersection Movement 21 - Traffic Circle/Roundabout (F3) Weather Condition (F4) Light Condition 2 - Cloudy 4 - Dark - Lighted (F5) Road Grade (F6) Road Surface Condition 1 - Level 1 - Dry (F7) Traffic Control Device Traffic Control Device Operational (pre-crash)? ✓ Yes No Unk 6 - Yield Sign (F8) Location of First Harmful Event Total Damage over Threshold? 1 - On Roadway 🖌 Yes No (F9) Contributing Circumstances - Environment 1 (F9) Contributing Circumstances - Environment 2 1 - None (F10) Contributing Circumstances - Road 1 (F10) Contributing Circumstances -Road 2 1 - None In or Near a Construction, Maintenance, or Utility Work Zone? Work Zone Workers Present? Yes **∠**No Unk Yes No Unk (F11) Location of the Crash related to Work Zone (F12) Type of Work Zone Law Enforcement Present at Work Zone? School Bus Related? Officer Present Law Enforcement Vehicle Only No Yes, Directly Involved Yes, Indirectly Involved ✓ No JARRATIVE CRASH DIAGRAM 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. Gray Road Route 202 Mosher Road Route 237 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

STATE OF MAINE CRASH REPORT

Maine Department of Public Safety

2011-12883

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Page 31 of 59 on 12/20/2013, 8:43 AM

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Number Pendi R Last Name (skip ver Distracted By Distracted ver Actions at Tim	if same as Driver) First Nam	lame	MI	Viola OWN * M OWN * M (D2)	TER Addr E* tion 1 VER Addr	ess			Viola	tion 2		State	Zip
Number Pendi R Last Name (skip ver Distracted By Distracted ver Actions at Tim Contributing Ac	ng if same as Driver) First N e of Crash 1 tion	lame	MI	Viola OWN * M (D2)	tion 1 IER Addr				Viola	tion 2		State	Zip
R Last Name (skip ver Distracted By Distracted ver Actions at Tim Contributing Ac	if same as Driver) First N e of Crash 1 tion	lame	MI	OWN * M (D2)	IER Addr							State	Zip
ver Distracted By Distracted Ver Actions at Tim	e of Crash 1	lame	IVII	* M (D2)	EX AUUI	000			City			Slale	ΖIΡ
ver Distracted By Distracted ver Actions at Tim Contributing Ac	e of Crash 1 tion			(D2)		622			City				
Distracted	e of Crash 1 tion				Condition	n at Time	e of Cra	sh					
Contributing Ac	tion			1 - 	Apparent	tly Nor	mal Time of	Crash	2				
				(03)	DIIVELAU	lions at	Time of	Glasii	2				
Test Test	est Not Given	Refused	Blood		lcohol Te	st Resul	t Pendir	ng	Alcohol	BAC R	esult		
eath Unne	est Not Given	Refused	Field Sobriety or PB	Druc	Test Res	sult							
Urine	Other	litoraooa					Pos	sitive		egative		Pendir	ng
n Motorist Locatio	n at Time of Crash			(D5)	Non Moto	orist Act	ion Prio	r to Cra	ish				
n Motorist Action a	at Time of Crash 1			(D6)	Non Moto	orist Act	ion at Ti	me of	Crash 2)			
destrian Maneuve	rs			(D8)	Bicyclist	Maneuv	ers						
ERSON TYPE 1-Driv	er, 2-Passenger, 3-Pedestria	an, 6-Drive	er/Owner, 7-Bicyc	le, 8-Pa	ssenger/O	wner, 24	-Last Kno	own Ope	erator 25	-Last Kr	iown Op	erator/C	Owner
OW SEAT POSITIO	N SEAT POSITION OTHER 1-Sleeper Section of Cab (tru	A RBAG	DEPLOYED RES	STRA NT	SYSTEM		INJUI 1-Am	RY TYPE	N. 1-F	JURY ARI Face	EA N 1-	JURY D Fatal	EGREE
Row 2-Middle ow 3-Right	2-Other Enclosed Cargo Area 3- Unenclosed Cargo Area	a 2-Not D 3-Deplo	eployed 2-N yed - Front 3-S	one Use houlder a	d - Motor Vel and Lap Belt	hicle Occu Used	pant 2-Ble 3-Bro	eding ken Bone	2-l s 3-l	lead Neck	2- 3-	Incapaci [.] NonInca	tating pacitating
Row 4-Other Row 5-Unknown	4-Trailing Unit 5-Riding on Motor Vehicle Ex	4-Deplo t 5-Deplo	yed - Side 4-S yed - Other 5-La	houlder E ap Belt C	Belt Only Use nly Used	ed	4-Bur 5-Cor	ns Icussion	4-E 5-/	Back Arm(s)	4- 5-	Possible No Injury	Injury /
vn	(non-trailing unit) 6- Unknown	(knee, a 6-Deplo	ir belt,) 6-R yed - 7-C	estraint l hild Rest	Jsed - Other raint - Forwa	rd Facing	6-Sho 7-Diz	ziness	6-l 7-0	Leg(s) Chest Stor	nach N	JURY IN	IFO SOU
D HELMET cted 1-DOT-C	USE ompliant Motorcycle Helmet	7-Deplo	ation 8-C yment - Curtain 9-C	hild Rest hild Rest	raint - Rear I raint - Used	Facing Incorrectly	9-Cor	asion/Brunplaint of	Pain 9-1	nternal Entire Bod	1- y 2-	Officer C Individua	bservational Statemo
I Partially 2-Other H I Totally 3-No Hel	lelmet met		10-i 11-(Booster S Child Re	straint - Othe	er	10-01	ner	10	-Other	3- Ol	oservatio	Parameo
clude Driver. Passenge	s. Bicyclist. and Pedestrians	0		Seat	Sea Sea	t		D (i (In	AMB CO	DES - se	e code s
ast Name, First Name,	Mi	(M,F,U)) DOB	Pos Row	Pos Othe	Deploye	d Ejected	System	Use	Degree	Type A	irea So	ource C
		м	09/01/87	1	1	1	2	1	1	3	9	4	2
						1							
o cte I P I T clu	ed HELMET artially 2-Other H otally 3-No Hell ide Driver, Passenger Name, First Name,	de Unity 6- Unknown HELMET USE ad 1-DOT-Compliant Motorcycle Helmet 1-DOT-Compliant Motorcycle Helmet 2-Other Helmet 3-No Helmet de Driver, Passengers, Bicyclist, and Pedestrians Name, First Name, Mi	A constraining unit) (Noc, is a cons	Anter the formation of	G-Unknown G-Unknown G-Unknown G-Unknown G-Unknown G-Unknown G-Deployed - 7-Child Rest Combination S-Combination S-Child Rest Combination S-Combination S-Child Rest T-Deployment - Curtain G-Unknown J-DOT-Compliant Motorcycle Helmet To-Deployment - Curtain G-Unknown J-DOT-Compliant Motorcycle Helmet To-Deployment - Curtain G-Unknown J-DOT-Compliant Motorcycle Helmet To-Deployment - Curtain G-Compliant J-Dot Compliant Societ Sect Gombination Sect Societ Sect	Internating unity 6- Unknown 6- Deployed - 7- Child Restraint - Forward - ad 1-DOT-Compliant Motorcycle Helmet 7- Deployment - Curtain 9- Child Restraint - Forward - artially 2- Other Helmet 7- Deployment - Curtain 9- Child Restraint - Forward - otally 3-No Helmet 11- Child Restraint - Child Restraint - Child Restraint - Child Restraint - Child Restraint - Child Restraint - Other ide Driver, Passengers, Bicyclist, and Pedestrians Sex (M,F,U) DOB Seat Seat Name, First Name, Mi M 09/01/87 1 1	Amount of the second	Amount of the second	Add Dirich Print Print Output 6- Unknown 6- Deployed - Combination 7- Child Restraint - Forward Facing 8- Child Restraint - Forward Facing 9-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other 7- Dizziness 8-Abrasion/Bru 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other 7- Dizziness 8-Abrasion/Bru 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other 7- Dizziness 8-Abrasion/Bru 9-Complaint of 10-Other Ide Driver, Passengers, Bicyclist, and Pedestrians Name, First Name, Mi Sex (M,F,U) DOB Seat Pos Row Seat Pos Row Air Bag Other Ejected Restraint System	International operations 6- Unknown 6- Unknown 6- Deployed - Combination 7- Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 7-Dizziness 7-Ciziness 7-Ciziness 7-Ciziness 7-Ciziness 7-Ciziness 7-Ciziness 7-Ciziness 7-Dizziness 7-Dizziness 7-Dizziness 7-Ciziness 7-Ciziness	Active of the sector of the	information of the problem of the p	Amount of the second of the

Reporting Agency Report Number Crash Date At Scene Date At Scene Time Crash Time 11GOR-212-AC ME0030400 5/29/2011 16:08 16:04 5/29/2011 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. l atitude Longitude At Intersection North South East West Feet Miles Distance to Scene Posted Speed Limit Measurement Node Node 1 Node 2 Unknown Not Posted 25 15714 0 N/A Not Posted 45 MOes Tenths Miles 25r Hou (F1) Type of Crash (F2) Type of Location 9 - Bicycle 21 - Traffic Circle/Roundabout (F4) Light Condition (F3) Weather Condition 1 - Clear 1 - Daylight (F6) Road Surface Condition (F5) Road Grade 1 - Level 1 - Dry (F7) Traffic Control Device Traffic Control Device Operational (pre-crash)? ✓ Yes No Unk 6 - Yield Sign (F8) Location of First Harmful Event Total Damage over Threshold? ✓ No 1 - On Roadway Yes (F9) Contributing Circumstances - Environment 1 (F9) Contributing Circumstances - Environment 2 1 - None (F10) Contributing Circumstances - Road 1 (F10) Contributing Circumstances -Road 2 1 - None In or Near a Construction, Maintenance, or Utility Work Zone? Work Zone Workers Present? Yes **∠**No lUnk Yes No Unk (F11) Location of the Crash related to Work Zone (F12) Type of Work Zone Law Enforcement Present at Work Zone? School Bus Related? Officer Present Law Enforcement Vehicle Only No Yes, Directly Involved Yes, Indirectly Involved ✓ No JARRATIVE CRASH DIAGRAM 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. Gray Roa Route 20 Mosher Road Route 237 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

2011-12891

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STATE OF MAINE CRASH REPORT

11GOR-212-AC	SIAIE			KA	5H	KE		< I				UN	IT P	AG
	(33V166009565	*	Flate	N		1 - Pa	sseng	er Car	-					
No Insurance NAIC	Insurance Company	Name				lr *	nsurano	ce Polic	y Num	ber				
(U2) Vehicle Make			Vehi	cle Yea	ar	(U3) Vehic	le Colo	or					
67 - ТОҮОТА			200	6		10	- Red							
(U4)Vehicle Configuration			GVV	VR or C		2		0.001	26.000	lbc	\Box	than	26.000) lhe
Vehicle Has 9 or More Seats ?	HAZMAT Placar	ded ?	Vehi	cle Tra	vel D	s. Direction	n L	North	bound	105.			20,000	103.
Yes V	No	Yes 🗸 No		Eastbo	bund		Vestbo	und	No	t on R	oadway	y [Unki	nowr
(U5) Special Function Vehicle		Exempt Vehic	e Eme	rgency	v Vehi	icle Re	spondi	ng to S	cene ?				2.51-	
Extent of Damage		nor Damage		Fur	nction	al Dan	ADG			ed Du				ane
(U6) Most Damaged Area			(U7)	Most F	Harmf	ful Eve	nt	L				sability	y Dama	age
11 - Front Driver Corner			10 -	Peda	lcycl	е								
(U8) Pre Crash Actions			(U9)	Contril	buting	g Circu	mstand	ces - Ve	ehicle					
(U10) Sequence of Events 1			(U10) Sequ	ience	of Eve	ents 2							
18 - Pedalcycle			(010) Ocqu		01 2 70	1110 2							
(U10) Sequence of Events 3			(U10) Sequ	ience	of Eve	ents 4							
Driver Bicycle Pedes	rian 🗌 License Numbe	er 🖌 Active	No L	icense	P	ermit S	State	Licen	se Clas	ss En	dorsen	nents	Restr	ctior
DRIVER Last Name	First Name	N			spend		NH	L	City			Stat		in
*	Thot Numb	IV	* NI	H*	aaroo	0			Oity			Olui	.0 2	ηP
Citation Number Pending			Viola	tion 1					Violat	tion 2				
OWNER Last Name (skip if same a	s Driver) First Name	MI	OWN	NER Ad	ddres	S			City			State	e Zi	р
(D1) Driver Distracted By			(D2)	Condit	tion a	t Time	of Cra	sh						
1 - Not Distracted			1 -	Appare	ently	Norn	nal	511						
(D3) Driver Actions at Time of Cras	h 1		(D3)	Driver	Actio	ons at T	ime of	Crash	2					
3 - Failed to Yield Right-of-Wa									lcohol	BACE	Pocult			
Breath Urine	Other Chemical Test (Not	Field Sobriety or PE	A	Icohol .	Test	Result	Pendir	ig (D/(O I	Coount			
Drug Test Vot G	iven Test Refused	Blood	Drug	j Test F	Resul	t	Pos	itive	Ne	egative	, [Pend	ling	
Urine Urine (D4) Non Motorist Location at Time	of Crash		(D5)	Non M	Intorio	st Actic	n Prio	to Cra	sh	0		_	0	
	01010311		(00)					10 014	511					
(D6) Non Motorist Action at Time o	Crash 1		(D6)	Non M	lotoris	st Actic	on at Ti	me of (Crash 2					
(D7) Pedestrian Maneuvers			(08)	Bicycli	et Ma		re							
			(00)	Dicycli	St IVIC		15							
PERSON TYPE 1-Driver, 2-Pass	enger, 3-Pedestrian, 6-Drive	er/Owner, 7-Bicy	cle, 8-Pa	issenge	r/Own	er, 24-L	.ast Kno	wn Ope	rator 25	-Last K	nown O	perator	/Owner	•
SEAT ROW SEAT POSITION SEAT F 1-Front Row 1-Left (driver) 1-Sleep	osition of Cab (truck) ¹ -Not A	DEPLOYED RE	STRA NT	SYSTEI able	M		1-Amp	outation	NJ 1-F	IURY AF ace	REA 1	NJURY 1-Fatal	DEGRE	E
2-Second Row 2-Middle 2-Other 3-Third Row 3-Right 3- Uner	Enclosed Cargo Area 2-Not De closed Cargo Area 3-Deplo	yed - Front 3-9	None Use Shoulder a	d - Motor and Lap E	Vehick Belt Use	e Occupa ed	ant 2-Blee 3-Brol	eding ken Bone	2-⊢ s 3-N	lead leck	2	2-Incapa 3-NonInd	icitating capacitat	ing
4-Fourth Row 4-Other 4-Trailir 5-Other Row 5-Unknown 5-Riding	g Unit 4-Deploy on Motor Vehicle Ext 5-Deploy	yed - Side 4-9 yed - Other 5-1	Shoulder E .ap Belt C	Belt Only Inly Used	Used I		4-Buri 5-Con	ns cussion	4-E 5-A	Back Arm(s)	2	4-Possib 5-No Inji	ile Injury iry	
6-Unknown (non-tra 6- Unkr	iling unit) (knee, a own 6-Deplo	ir belt,) 6-f yed - 7-(Restraint l Child Rest	Jsed - Ot raint - Fo	ther prward I	Facing	6-Sho 7-Dizz	ck iness	6-L 7-C	.eg(s) Chest Sto	omach	NJURY	INFO SO	OURC
EJECTED HELMET USE	Combina 7-Deplo	ation 8-(yment - Curtain 9-(Child Rest	raint - Re	ear Fac	ing	8-Abra 9-Con	asion/Bru nplaint of	ises 8-Ir Pain 9-E	nternal Intire Bo	1 dv 2	1-Officer 2-Individ	Observa	ation ement
2-Ejected Partially 3-Ejected Totally 2-Other Helmet		10	Booster S	Seat	Othor		10-Ot	her	10-	Other	 (3-Medica	al, Paran	nedica
3-No Heimet				Straint - V	Uner						AMB C	ODES -	see code	e shee
Person Include Driver, Passengers, Bicyclist,	and Pedestrians Sex		Seat	Seat	Seat	Air Bag	Fiected I	Restraint	Helmet	Injury	Injury	Injury	Inj Info	Amb
Type Last Name, First Name, Mi	(M,F,U)		Row	Pos c	Dther	Deployed		System	Use D	Degree	Туре	Area	Source	Code
1 *	F	04/09/54	1	1		2	1	3		5			2	1
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Maine Department of Public Safe	IV	E	2 ane						Form	13.20	A Rovi	L has	onuor	1 20

Page 34 of 59 on 12/20/2013, 8:43 AM

1100	R-212-AC	I		STATE	e Of	- MA	INE	CR/	ASH		POF	X T				UN	IIT P	٩G
Unit ID 2	Hit Run?	VIN				Licer *	ise Pla	te	State	(U1) L 23 - I	Jnit Typ Bicyclis	e st						
No li	nsurance NAI	C	Insur *	ance Compa	ny Nar	ne		i			nsurano k	ce Poli	cy Nur	nber				
(U2) Ve	ehicle Make						V	ehicle Y	/ear	(U:	3) Vehic	le Col	or					
(U4)Vel	hicle Configurat	ion					G	VWR o < 10	or GCW),000 lk	/R os.	1	0,001	- 26,00	00 lbs.]> than	26,000	lbs.
Vehicle	Has 9 or More	Seats ? Yes	No	HAZMAT Pla	carded	? s □No) V	ehicle T East	Fravel tbounc	Directic	on Westbo]North		d lot on F	Coadwa	Southbo	ound Unkr	nown
(U5) Sp	pecial Function	/ehicle			Exe	empt Veh	icle E	merger	ncy Vel	hicle Re	espondi	ng to S	Scene	?		<u>s</u>	No	
Extent	of Damage	No Dan	nage Obse	rved	Minor	Damage		F	unctic	onal Da	mage		To	wed Du	ue to D	isablin	g Dama	ige
(U6) Mo	ost Damaged A	ea			_		(L	I7) Mos	st Harn	nful Eve	ent						_	
(U8) Pr	e Crash Actions	;					(L	l9) Con	ntributir	ng Circu	umstand	ces - V	ehicle					
(U10) S	Sequence of Eve	ents 1					(L	110) Se	quenc	e of Ev	ents 2							
(U10) S	Sequence of Eve	ents 3					(1	(10) Se	auenc	e of Ev	ents 4							
				I to see a block				- 1 :		D	0110	Lico			ndorod	monto	Deatri	otion
	Last Known C	perator	iestrian	*	mper	Activ			Susper	nded	ME	LICEI	ise Ci	ass E	nuorse	ements	Restri	Clior
BICYCL *	LIST Last Name		Fi	rst Name			MI B	ICYCLI ME*	IST Ad	dress			Cit	У		Sta	te Z	p
Citation	n Number Pe	nding					V	olation	1				Viol	ation 2				
OWNER	R Last Name (s	kip if sam	ie as Driver) First Name		MI	0	WNER	Addre	SS			City			Stat	e Zi	C
(D1) Dr	iver Distracted	Зу					([2) Con	dition	at Time	of Cra	sh						
(D3) Dr	iver Actions at	Time of C	rash 1				L ([- Арр 3) Driv	er Acti	ions at	nal Time of	Crash	2					
Alcohol	I Test]Test No	t Given	Test Refus	sed	Blc Sobriety or	od PBT)	Alcoh	ol Test	t Result	Pendir	ng	Alcoho	DI BAC	Result	t		
Drug Te	est 🗸	Test No	t Given	Test Refus	sed	Blc	od D	rug Tes	st Resu	ult	Pos	sitive		legativ	e [Pen	ding	
(D4) No	on Motorist Loca	ation at Ti	me of Cras	h			([5) Non	Motor	rist Acti	on Prio	to Cra	ash					
3 - Int (D6) No	cersection – O on Motorist Actio	ther on at Time	e of Crash	1			1 ([- Cros 6) Non	Motor	rist Acti	ay on at Ti	me of	Crash	2				
10 - In (D7) Pe	nproper Turn edestrian Maneu	/Merge					([8) Bicv	/clist IV	laneuve	ers							
P	PERSON TYPE 1-	Driver 2-P	assenger 3-	Pedestrian 6-I)river/()	wner 7-Ri	6	- Bicy	cle - F	Riding	Across		d erator 2	25-Last I	<nown< td=""><td>Operato</td><td>r/Owner</td><td></td></nown<>	Operato	r/Owner	
SEAT R(1-Front F 2-Secon 3-Third F 4-Fourth 5-Other I 6-Unkno EJECTE 1-Not Eje 2-Ejected 3-Ejected	OW SEAT POSI Row 1-Left (drive d Row 2-Middle Row 3-Right Row 4-Other Row 5-Unknown Wn ED HELt ected 1-DC d Partially 2-Ott d Totally 3-No	TION SEA r) 1-SI 2-O 3- L 4-Tr 5-R (nor 6- L MET USE T-Compliant ter Helmet Helmet	AT POSITION (leeper Section ther Enclosed day railing Unit iding on Motor n-trailing unit) Jnknown t Motorcycle He	DTHER A R of Cab (truck)1-N Cargo Area 2-N go Area 3-D 4-D Vehicle Ext 5-D (kn 6-D Cor elmet 7-D	BAG DEI ot Applics ot Deploy eployed - eployed - eployed - ee, air be eployed - nbination eploymer	PLOYED able red Front Side Other It,)	RESTRA 1-Not Ap 2-None 3-Should 5-Lap Be 6-Restra 7-Child I 8-Child I 9-Child I 10-Boos 11-Child	NT SYS plicable Jsed - Mc ler and La ler Belt O let Only Us int Used - Restraint - Restraint - ter Seat Restrain	TEM ptor Vehi ap Belt U nly Used sed - Other - Forward - Rear Fa - Used In t - Other	cle Occup Ised I d Facing acing correctly	INJUF 1-Amp 2-Blee 3-Brol 4-Buri 5-Con 6-Sho 7-Dizz 8-Abra 9-Con 10-Ot	RY TYPE Dutation eding ken Bone ns iccussion ck ziness asion/Bru nplaint of her	i 1 2 2 3 4 5 6 6 7 7 4 5 8 6 7 1 9 1	NJURY A -Face -Head -Neck -Back -Arm(s) -Leg(s) -Chest S -Internal -Entire B 0-Other	REA tomach ody	NJURY 1-Fatal 2-Incap 3-NonIr 4-Possi 5-No Inj NJURY 1-Office 2-Indivia 3-Medic Observa	⁷ DEGREI acitating icapacitat ble Injury jury ⁷ INFO SC r Observa dual State cal, Param ation	ng DURC tion ment edica
Person ^{Ir}	nclude Driver, Passe	ngers, Bicyc	list, and Pedes	trians s	Sex	DOB	Seat	Seat	Seat	Air Bag		Restraint	Helmet	Injury	AMB Injury	CODES · Injury	see code	shee Amb
Type L	ast Name, First Nar	ne, Mi		(M	,F,U)		Pos Row	Pos	Other	Deployed	1 Liected	System	Use	Degree	Туре	Area	Source	Code
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+							1	1	1					1				

Page 35 of 59 on 12/20/2013, 8:43 AM

STATE OF MAINE CRASH REPORT

2011-12898	STATE OF	- MAINE	CRASH	REP	ORT	F	FIRST P	AG
Reporting Agency ME0030400	Report Number 11GOR-233-AC	Cras 6/2	h Date 0/2011	Crash T 11:03	ime At Scene 6/20/2	e Date A 011 1	t Scene Tin 1:16	ne
City or Town Gorham	Street or High	hway RD		Neares 8 NEV	st Intersecting Street		Off	Roa
Direction FROM Nearest Inters	ection to Crash Site South East West	Distance From	Nearest Inte Feet Mile	r. Latitud	e	Longitude	I	
Node 1 Node	2 Measure	ement Node	Distance to S	cene Post	ed Speed Limit]Unknown [Not Post	ed 2
(F1) Type of Crash		I	(F2) Type of	Location				eu 4
4 - Intersection Movement (E3) Weather Condition			21 - Traffic	Circle/Re	oundabout			
1 - Clear			1 - Dayligh	t				
(F5) Road Grade 1 - Level			(F6) Road Sι 1 - Drv	urface Con	dition			
(F7) Traffic Control Device 6 - Yield Sign			Traffic Contro	ol Device C	Dperational (pre-crash	n)?	Unk	
(F8) Location of First Harmful E 1 - On Roadway	vent		Total Damag	e over Thr	eshold?	s No		
(F9) Contributing Circumstance 1 - None	s - Environment 1		(F9) Contribu	ting Circur	nstances - Environme	ent 2		
(F10) Contributing Circumstanc	es - Road 1		(F10) Contrib	outing Circu	Imstances -Road 2			
In or Near a Construction, Main	tenance, or Utility Work Zone Yes ✓No	e?	Work Zone V	Vorkers Pre	esent?	No	Unk	
(F11) Location of the Crash rela	ated to Work Zone		(F12) Type o	f Work Zon	le			
Law Enforcement Present at W	ork Zone? Law Enforcement Vehicle (Dnly 🔽 No	School Bus F	Related? ectly Involv	ved Yes, Indirect	tly Involved	No	
			Mos	her Road uite 237		e Falla I Mart l Mart		
Witness Last Name	First	MI	Address		City	Stat	e	Zip
Witness Last Name	First	MI	Address		City	Stat	e	Zip
Non Vehicle Property Damage	Description				State City or T	Fown Uti	lities P	riva
Property Owner Name			Address		City	Stat	e	Zip
Non Vehicle Property Damage	Description				State City or T	Fown Uti	lities P	riva
Property Owner Name			Address		City	Stat	e	Zip
Reporting Officer MICHAEL W COFFIN Maine Department of Public S	Badge# G507	Report Date 6/20/201	A A A A A A A A A A A A A A A A A A A	pproved B	y Form 2	Appr 6/2	oved Date 1/2011	·v 2

11G	OR-233-AC	N (IN I	STATE	: UF	MAIN	IE (CRA	ASF		PO	RL				UN	IIT PA	١G
Unit	Hit Run?	1J4FJ68S9WI	.176031		License *	Plate	e	State ME	(U1) L 2 - (S	init Fyp Sport)	oe Utility	y Vehi	icle				
N	o Insurance NAIC	Insura *	ance Compa	ny Name					 	nsuran ¢	ce Poli	cy Nu	mber				
(U2)	Vehicle Make					Ve 19	hicle Y 98	ear	(U3	3) Vehi		or					
(U4)	Vehicle Configuration					GV	/WR 0	r GCW	/R			26.00			> than	26.000	lbc
Vehi	cle Has 9 or More Se	ats?	AZMAT Plac	carded ?		Ve	hicle T	ravel l	Directio	n [Nort	- 20,00	d	S	outhbo	ound	103.
(U5)	Special Function Veh	Yes 🖌 No		Yes	No Not Vehicl	e En	East	bound	nicle Re	Westbo espond	ound ing to s	Scene	lot on F ?	Roadwa	ay	Unkn	own
1 - N Exte	No Special Function	ı				Ŭ.		-		·				Ye	S	✔ No	
(116)		o Damage Obser	ved 🗸	Minor Da	amage	/115		t Horr	nal Dai	mage			wed Du	ue to Di	isabling	g Dama	ge
12 -	Front					13	- Mo	tor Ve	ehicle i	in Tra	nspor	t					
(U8) 19 -	Pre Crash Actions Merging					(U§	9) Con • Non	tributir e	ng Circu	umstan	ces - V	ehicle/					
(U10) Sequence of Events	1				(U)	10) Se	quenc	e of Ev	ents 2							
(U10) Sequence of Events	3				(U´	10) Se	quenc	e of Eve	ents 4							
	Driver Bicvcle	Pedestrian	License Nur	nber 🗸	Active	No	Licen	se	Permit	State	Lice	nse Cl	ass E	ndorse	ments	Restric	ctior
	Last Known Ope	rator Eir	*					Susper	nded	ME	C	Cit	0		Sta	te Zi	n
*			Striumo		10	*	ME*	10010	00				y 		Olu		Ρ
Citat	tion Number Pendii	ng				Vic	lation	1				Viol	ation 2				
0WN *	NER Last Name (skip	if same as Driver	First Name	N	/11	0V *	VNER Me*	Addre	SS			City			Stat	e Zip)
(D1)	Driver Distracted By					(D2	2) Con	dition a	at Time	of Cra	ish						
(D3)	Driver Actions at Tim	e of Crash 1				(D3	B) Driv	er Acti	ons at	Time o	f Crasł	n 2					
3 - F	Failed to Yield Right	est Not Given	Test Refus	ed	Blood							Alcoho	DI BAC	Result			
	Breath Urine	Other Ch	emical Test (Not Field Sc	obriety or PE		Alcoho	ol Test	Result	Pendi	ng						
Drug	Urine	other	_ lest Refus	ed	Blood	Dri	lg les	it Resi	lit	Po	sitive		Vegativ	e	Pend	ding	
(D4)	Non Motorist Location	n at Time of Crasl	٦			(D5	5) Non	Motor	ist Action	on Prio	or to Cr	ash					
(D6)	Non Motorist Action a	t Time of Crash 1				(D6	6) Non	Motor	ist Action	on at T	ime of	Crash	2				
(D7)	Pedestrian Maneuve	S				(D8	B) Bicy	clist M	aneuve	ers							
	PERSON TYPE 1-Driv	er, 2-Passenger, 3-F	Pedestrian, 6-D	Driver/Own	er, 7-Bicy	le, 8-l	Passen	ger/Ow	ner, 24-	Last Kn	own Op	erator 2	25-Last I	Known (Operato	r/Owner	
SEAT	T ROW SEAT POSITIO	N SEAT POSITION C	THER A RI	BAG DEPLO	OYED RE	STRA	NT SYS ⁻ licable	TEM		INJU 1-Am	RY TYPE	1	NJURY A -Face	REA	NJURY 1-Fatal	DEGREE	
2-Seo 3-Thi	cond Row 2-Middle ird Row 3-Right	2-Other Enclosed C 3- Unenclosed Car	argo Area 2-No go Area 3-De	ot Deployed eployed - Fr	2-1 ont 3-5	lone Us houlde	sed - Mo r and La	tor Vehio p Belt U	cle Occup sed	ant 2-Ble 3-Bro	eding oken Bon	es 3	-Head S-Neck		2-Incapa 3-NonIn	acitating capacitatii	ng
4-Fou 5-Oth	urth Row 4-Other her Row 5-Unknown	4-Trailing Unit 5-Riding on Motor	/ehicle Ext 5-De	eployed - Si eployed - Ot	de 4-8 ther 5-L	shoulde ap Beli	r Belt Or Only Us	nly Used sed		4-Bu 5-Co	rns ncussion	4	-Back 5-Arm(s)		4-Possil 5-No Inj	ole Injury ury	
6-UN		6- Unknown	6-De	eployed -	·) 0-r 7-(cestrair child Re	estraint -	Forward	Facing	7-Diz 8-Abi	ziness rasion/Br	uises 8	-Chest S	tomach	NJURY	INFO SO	URCI
1-Not 2-Eie	t Ejected 1-DOT-C	DSE ompliant Motorcycle He	Imet 7-De	eployment -	Curtain 9-(hild Re	estraint - estraint -	Used In	correctly	9-Co 10-O	mplaint o ther	f Pain 9	-Entire B 0-Other	ody	2-Individ 3-Medic	dual Stater al. Param	nent edical
3-Eje	ected Totally 3-No Heli	net			11	Child I	Restrain	t - Other							Observa	ation	ah.a.a
Persor	n Include Driver, Passenger	s, Bicyclist, and Pedest	rians S	ex C	DOB	Seat Pos	Seat	Seat Pos	Air Bag	Ejected	Restrain	t Helmet	Injury	Injury	Injury	Inj Info	Amb
i ype	Last Name, First Name,	Mi	(IM,	E 10/	02/02	Row 1	rus 1	Other	Depioyed	1	System 2	2 USE	E	туре	Aiea	3	1
1				10/	JZ/ 33	*	1		2	1	3	5	5			4	Ŧ

Page 37 of 59 on 12/20/2013, 8:43 AM

11G	OR	-233	-AC		I.			STA	TE (OF N	NAIN	IE	CR/	ASF	IRE	PO	RT				UN	IIT P	AG
Unit	ID 2		Hit R	un?	JTE	1 8BF22	G4V5	00935	4		License *	Plat	e	State ME	(U1) L 1 - P a	Init Typ Assen	oe ger Ca	ır					
N	lo In	surar	nce	NAIC			Insura *	ance Co	mpany	Name					 	nsuran	ce Pol	icy Nu	mber				
(U2)	Veh	nicle N	Make									Ve 10	hicle Y	'ear	(U3	B) Vehi	cle Co	lor					
(U4)	Vehi	icle C	onfig	guratio	n							G\	/WR o	r GCW	/R			- 26.0	00 lbs		> than	26.00) lbs.
Vehi	icle I	Has 9	or N	lore Se	eats ?		F	IAZMAT	Placar	ded ?		Ve	hicle 1	ravel l	Directio	n [/ Nort	hboun	d		outhbo	bund	
(U5)	Spe	ecial F	Funct	tion Ve	Yes hicle	√ No)			Yes Exemn	✓ No	_ En	East East	tbound	nicle Re	Westb espond	ound ling to	Scene	lot on ?	Roadw	ay	Unk	nowr
1 - 1	No S	Speci	ial F	unctio	on					LXCIIIP	v v onno	0		-						Ye	es	✔ No	
		- Duii	luge		No Da	image (Obser	ved	M	inor Da	mage	(1.1	F		nal Dai	nage			wed D	ue to D	isablin	g Dam	age
(U6) 5 - I	Mos Rea	st Dai r Pas	mage ssen	ed Area ger Co	a Drner							(U 13	7) Mos 3 - Mo	st Harm tor Ve	itul Eve ehicle i	ent i n Tra	nspor	t					
(U8)	Pre	Cras	h Ac	tions								(U)	9) Con	tributir	ng Circu	ımstar	ices - \	/ehicle	;				
(U10	D) Se	quen	ice o	f Even	y ts 1							(U	10) Se	e quenc	e of Eve	ents 2							
21 -	- Mo	tor \	/ehi	cle In f Event	Trans	sport						(1)	10) Se	quenc	e of Ev	ents 4							
		quon										(0	10) 00		0.01.21								
✓	Driv	/ er Last	Bicy Knov	cle 🔄 wn Ope	Pe erator	destria	n	License *	Numb	er 🗸	Active	No	Licen	se [] I Susper	Permit nded	State ME	Lice C	nse C	lass E	Endorse)	ements	Restr	ictior
DRI\ *	VER	Last	Nam	ie			Fir	st Name	•		N	II DF	RIVER	Addre	SS			Cit	ty		Sta	te Z	lip
Cita	tion	Num	oer	Pend	ing]						Vio	olation	1				Viol	lation 2	2			
IWO	NER	Last	Nam	ne (skip	o if sar	ne as [Driver)	First Na	ame	MI		OV	VNER	Addre	SS			City	1		Stat	e Z	р
*	Driv		otroo	tod Du	,		,					*		dition	ot Timo	of Cro							
1 - I	Not	Dist	racto	ed by								1	- App a	arenti	y Norr	nal	1511						
(D3) 1 - 1	Driv	ver Ac	ctions r ibut	s at Tin t ina A	ne of (ction	Crash 1						(D	3) Driv	er Acti	ons at .	Time o	f Crasl	n 2					
Alco	hol T	Test			est No	ot Give	n [efused	Field Cab	Blood		Alcoh	ol Test	Result	Pendi	ng	Alcoh	ol BAC	Result			
Drug	g Tes	st			est No	ot Give	n [Test R	efused		Blood	Dr	ug Tes	st Resu	ılt	Po	sitive		Vegativ	/e [Pen	dina	
(D4)	Nor	n Mot	orist	Urine	e on at T	Oth Time of	er Crasł	1				(D	5) Non	Motor	ist Acti	on Pric	or to Cr	ash	- 0			5	
(D6)	Nor	n Mot	orist	Action	at Tin	ne of C	rash 1					(D	6) Non	Motor	ist Acti	on at T	ime of	Crash	2				
(00)	_			/ 1011011	at Thi											JII UL I			2				
(D7)	Pec	lestria	an M	aneuve	ers							(D	8) Bicy	clist M	aneuve	ers							
05.4	PE	RSON	N TYF	PE 1-Dri	ver, 2-l	Passeng	ger, 3-F	edestria	n, 6-Driv		r, 7-Bicy	cle, 8-	Passen	ger/Ow	ner, 24-	Last Kn	own Op	erator 2	25-Last	Known		or/Owne	r E
1-Fro 2-Se	ont Ro	ow Row	1-Left 2-Mide	(driver)	JN 3L 1-9 2-0	Sleeper S Other End	Section of Closed C	f Cab (truc	k)1-Not A 2-Not D	pplicable	1-l 2-l	Not App	blicable	tor Vehi	cle Occup	1-An ant 2-Ble	putation eding		1-Face 2-Head		1-Fatal 2-Incap	acitating	-
3-Th 4-Fo	nird Ro Durth F	ow Row	3-Righ 4-Othe	nt er	3- 4-	Unenclos Trailing U	ed Caro nit	jo Ārea	3-Deplo 4-Deplo	yed - Fror yed - Side	nt 3-9 9 4-9	Shoulde Shoulde	er and La er Belt O	ap Belt U nly Used	sed	3-Bro 4-Bu	oken Bon rns	es 3	3-Neck 4-Back		3-NonIr 4-Possi	ncapacita ble Injury	ting
5-Ot 6-Un	ther R	ow 'n	5-Unk	nown	5-l (no	Riding on on-trailing	Motor \ unit)	ehicle Ext	5-Deplo (knee, a	yed - Oth air belt,)	er 5-l 6-l	.ap Bel Restrai	t Only U: nt Used -	sed · Other		5-Co 6-Sh	ncussion ock	6	5-Arm(s) 6-Leg(s)		5-No In	jury	
EJE	CTED			HELME	6- T USE	Unknowr	1		6-Depic Combin	ation	7-0 8-0	Child R Child R	estraint - estraint -	Forward Rear Fa	l Facing Icing	7-Diz 8-Ab	ziness rasion/Bi	uises 8	7-Chest S 3-Internal	Stomach	1-Office	r Observ	JURC ation
2-Eje	ected	rted Partiall	у	1-DOT-0 2-Other	Complia Helmet	nt Motorc	ycle He	met	7-Depid	iyment - C	unain 9-(10	Booste	estraint - er Seat	Used In	correctly	9-00 10-0	ther	n Pain §	9-Entire E 10-Other	soay	2-Indivi 3-Media	al, Parar	nedica
3-LJ	ecieu	Totally		3-No He	elmet						11	Child	Restrain	t - Other						AMB	CODES	- see cod	e shee
Perso	on Inc	lude D	river, F	Passenge	ers, Bicy	clist, and	Pedest	ians	Sex	, D() DB	Seat Pos	Seat	Seat Pos	Air Bag	Ejected	Restrain	t Helmet	t Injury	Injury	Injury	Inj Info	Amb
Type	La	st Nam	e, Firs	st Name,	Mi				(101,1 ,0	,	- / 0 0	Row	F 03	Other			System	030	Degree	, iype	Alea	Source	
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Main		onort	mon	t of Di	ublic S	Safaty							<u> </u>										~~~

Page 38 of 59 on 12/20/2013, 8:43 AM

	Report Number		Cra	ash Date	Crash Time	At Scene Date	At Scene Time
ME0030400 City or Town	11GOR-289-A	C or Hiahw	8/ /av	13/2011	13:00 Nearest Interse	8/13/2011	18:52
Gorham	698 (GRAY RE)	en Nie ene et leten	10 MOSHER	RD	Off Roa
At Intersection North	South East	West	50 50	Feet Miles	Latitude	Longitu	ude
Node 1 Node 2	N	leasurem	ent Node	Distance to So	cene Posted Spee	d Limit Unknow	n Not Posted 2
F1) Type of Crash	_	9403		(F2) Type of L	Location	Hour N/A	
7 - Went Off Road				6 - Drivewa	ys		
1 - Clear				1 - Daylight			
F5) Road Grade				(F6) Road Su 1 - Drv	rface Condition		
(F7) Traffic Control Device				Traffic Contro	I Device Operation	al (pre-crash)?	
6 - Yield Sign (F8) Location of First Harmful Eve	nt			Total Damage	over Threshold?	Yes No	Unk
3 - Median						✓ Yes	No
F9) Contributing Circumstances - L - None	Environment 1			(F9) Contribut	ing Circumstances	- Environment 2	
F10) Contributing Circumstances	- Road 1			(F10) Contrib	uting Circumstance	es -Road 2	
 None In or Near a Construction, Mainter 	nance, or Utility Wo	ork Zone?		Work Zone W	orkers Present?		
(Edd) Leasting of the Orech values		✓ No	Unk	([10] Turne of	Morte Zeree	Yes No	Unk
(F11) Location of the Crash related	d to vvork Zone			(F12) Type of	vvork ∠one		
aw Enforcement Present at Work	Zone?	abiala On		School Bus R	elated?	Vac Indiractly Involve	
to the under carage of his ve sticking up from a sign that v paying attention to the media	hicle. There was vas run over. Op an.	n causin 5 a meta erator w	g damage I post vas not	NOT TO SCAL	E Lamp Li Ma	ron rt	Newell St
to the under carage of his ve sticking up from a sign that v paying attention to the medi	hicle. There was vas run over. Op an.	n causin 5 a meta erator w	g damage I post vas not	NOT TO SCAL	E Lamp Lil Ma Parking lot Me	dian w/ missing sign	Newell St
to the under carage of his vel sticking up from a sign that v paying attention to the media Witness Last Name	First	n causin s a meta erator w	g damage I post vas not	NOT TO SCAL Gray Rd (rt 202)	E Lamp Lil Ma Parking lot Me	on rt dian w/ missing sign tian	Newell St
Witness Last Name	First	n causin s a meta erator w	g damage I post vas not MI MI	NOT TO SCAL Gray Rd (rt 202) Address	E Lamp Li Ma Parking lot Me Me	ron rt dian w/ missing sign tian	Newell St
Witness Last Name Witness Last Name	First First First First	n causin s a meta erator w	g damage I post vas not MI MI	NOT TO SCAL Gray Rd (rt 202) Address Address	E Lamp Li Ma Parking lot Me Me C	con rt	Newell St
to the under carage of his velocities sticking up from a sign that velocities sticking up from a sign that velocities paying attention to the media Witness Last Name Witness Last Name Non Vehicle Property Damage De Property Owner Name	First First First	n causin s a meta erator w	g damage I post vas not MI MI	NOT TO SCAL Gray Rd (rt 202) Address Address	E Lamp Li Ma Parking lot Me Me C C C C C C C C C C C C C C C C C	cian w/ missing sign tian i City City City City or Town	Newell St
Witness Last Name Witness Last Name Non Vehicle Property Damage De Property Owner Name Non Vehicle Property Damage De	First First First First First	n causin s a meta erator w	g damage I post vas not MI MI	NOT TO SCAL Gray Rd (rt 202) Address Address	E Lamp Lil Ma Parking lot Me Me C C C C C C C C C C C C C C C C C	cian w/ missing sign tian i City City City or Town	Newell St Round about Moshe Rd State Zip State Zip State Zip Utilities Privat
Witness Last Name Witness Last Name Non Vehicle Property Damage De Property Owner Name Non Vehicle Property Damage De Property Owner Name Non Vehicle Property Damage De Property Owner Name Non Vehicle Property Damage De Property Owner Name Non Vehicle Property Damage De Property Owner Name Non Vehicle Property Damage De	First First First First First	n causin s a meta erator w	g damage I post vas not MI MI	NOT TO SCAL Gray Rd (rt 202) Address Address Address	E Lamp Lil Ma Parking lot Me Me C C C C C C C C C C C C C C C C C	con rt	Newell St Round about Moshe Rd State Zip State Zip State Zip Utilities Privat State Zip Utilities Privat

Maine Department of Public Safety

1 Hit Run? 21	33HD76V5YH407100														
lo Insurance)	*			ME	1 - Pa	ssen	ger Ca	r					
	Insurance Comp	bany l	Name				 *	nsuran	ce Pol	icy Nui	mber				
) Vehicle Make				Ve	hicle Y	'ear	(U3) Vehi	cle Co	or					
- DODGE				20	00		14	- Whi	ite						
Vehicle Configuration				G	/vvr o < 10	r GCVV),000 lb	R IS.		0.001	- 26,00	00 lbs.		> than	26,000) lbs
icle Has 9 or More Seats	HAZMAT P	lacaro	ded ?	Ve	hicle 1	Fravel E	Directio	n [/ Nort	hbound	d		outhbo	und	
Yes	✓ No		Yes 🖌 No		East	tbound	<u> </u>	Nestb	ound		Not on F	loadwa	ау	Unk	าดพ
) Special Function Vehicle No Special Function			Exempt Vehic	e En	hergen	icy ver	NCIE RE	spond	ling to a	Scene	?	ΠYe	s 🕻	No	
ent of Damage	amage Observed	Mi	nor Damage		√ F	unctio	nal Dar	nage		То	wed Du	ie to D	isabling	Dama	age
Most Damaged Area				(U	7) Mos	st Harm	iful Eve	nt							
- Undercarriage				13	- Mo	tor Ve	hicle i	n Tra	nspor	t					
) Pre Crash Actions Making left turn				(U9	9) Con • Non	itributin e	g Circu	mstan	ices - \	ehicle/					
0) Sequence of Events 1				(U	10) Se	quence	e of Eve	ents 2							
- Cross Median						-									
0) Sequence of Events 3				(U ⁻	10) Se	quence	e of Eve	ents 4							
Driver Bicycle P	edestrian 🗌 License N	lumbe	er 🖌 Active	No	Licen	se 🗌 F	Permit	State	Lice	nse Cl	lass Ei	ndorse	ments	Restr	ctic
Last Known Operato	First Name		N					ME	C	Cit			Stat	A □ 7	in
VER East Name	r list Name		14	*	ME*	/ (0010)	55			On	. y		Olul	0 2	Ϋ́
tion Number Pending				Vic	lation	1				Viol	ation 2				
NER Last Name (skip if sa	me as Driver) First Nam	ne	MI	OV	VNER	Addres	SS			City	r		State	e Zi	р
				*		dition	at Timo	of Cro	sch						
Not Distracted				1.	· Appa	arently	y Norn	nal	1911						
Driver Actions at Time of	Crash 1			(D;	3) Driv	er Actio	ons at ⁻	Гime o	f Crasł	า 2					
- Other Contributing A	ction	usod	Bloo	1						Alcoho	ol BAC	Result			
Breath Urine	Other Chemical Tes	St (Not	Field Sobriety or Pl	ат) ВТ)	Alcoh	ol Test	Result	Pendi	ng						
g Test V Test N	lot Given Test Ref	used	Blood	d Dr	ug Tes	st Resu	lt	Po	sitive	1	Vegativ	e [Pend	ing	
Non Motorist Location at	Time of Crash			(D	5) Non	Motori	ist Actio	on Pric	or to Cr	ash					
) Non Motorist Action at Ti	me of Crash 1			(D(5) Non	Motori	ist Actio	on at T	ime of	Crash	2				
) Pedestrian Maneuvers				(D8	B) Bicy	clist M	aneuve	rs							
DEDSON TYPE 1 Driver 2	December 2 Dedectrion (or/Owner 7 Pier		Doooon	aar/Ow	nor 241	oot Kn	<u></u>	orotor	25 Loot k	(2000)	Doorotor	0.000	
AT ROW SEAT POSITION	EAT POSITION OTHER	RBAG	DEPLOYED RE	STRA	NT SYS	TEM	1161, 24-1	INJU	RY TYPE		NJURY A	REA	NJURY	DEGRE	E
ront Row 1-Left (driver) 1 econd Row 2-Middle 2	-Sleeper Section of Cab (truck) ¹ -Other Enclosed Cargo Area 2	-Not Ap	oplicable 1-I eployed 2-I	Not App None U	licable sed - Mo	otor Vehic	le Occup	1-Arr ant 2-Ble	putation eding	1	1-Face 2-Head		1-Fatal 2-Incapa	citating	
nird Row 3-Right 3 ourth Row 4-Other 4	- Unenclosed Cargo Area 3 -Trailing Unit 4	-Deploy	yed - Front 3-	Shoulde	er and La	ap Belt Us nlv Used	sed	3-Bro 4-Bu	oken Bon rns	es 3 4	3-Neck 1-Back		3-NonInd 4-Possib	apacitat le Iniurv	ing
ther Row 5-Unknown 5	-Riding on Motor Vehicle Ext 5	-Deploy	yed - Other 5-I	ap Bel	t Only U	sed		5-Co 6-Sh	ncussion ock	5	5-Arm(s) S-Leg(s)		5-No Inju	iry	
6 6	- Unknown 6	-Deploy	yed - 7-0		estraint -	Forward	Facing	7-Diz 8-Ab	ziness	7 Uises R	7-Chest St	omach	NJURY	INFO S	
ot Ejected 1-DOT-Compli	ant Motorcycle Helmet 7	-Deploy	yment - Curtain 9-0	Child R	estraint -	Used Inc	correctly	9-Co	mplaint c	f Pain 9	9-Entire Bo	ody	2-Individ	ual State	men
ected Totally 2-Other Helme 3-No Helmet	t		10	-Booste -Child	Restrain	t - Other		10-0					Observa	tion	19016
Include Driver, Pessengers, Dir	volist and Podostriano			Seat		Cont						AMB	CODES -	see cod	e she
e Last Name. First Name Mi	yonot, and i Eucotridits	Sex (M,F,U)	DOB	Pos Row	Seat Pos	Pos I Other	Air Bag Deployed	Ejected	Restrain System	t Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	An Co
*		М	11/25/89	1	1	00101	1	1	3	3	5			2	1
*		М	05/01/89	1	3		1	1	3	3	5			2	1
*		м	01/15/92	2	4		1	1	3	3	5			2	1
				-	•		-	_	-	-	-			_	_
	cle Has 9 or More Seats 3 Yes Special Function Vehicle Vo Special Function Int of Damage Most Damaged Area Undercarriage Pre Crash Actions Aking left turn I) Sequence of Events 1 Cross Median I) Sequence of Events 3 Driver Bicycle Pre Last Known Operator I/ER Last Name II on Number Pending I/ER Last Name (skip if sa Driver Distracted By Vot Distracted Driver Actions at Time of Other Contributing Ar hol Test I/Test N Breath I/Trest I/Test N Breath I/Trest I/Test N Breath I/Trest I/Test N Breath I/Trest I/Test N Breath I/Trest I/Test N Breath I/Trest I/Test N Breath I/Trest I/Test N Breath I/Trest I/Test N Breath I/Trest I/Test N Breath I/Trest I/Test N Breath I/Trest I/Test	cle Has 9 or More Seats ? HAZMAT P	cle Has 9 or More Seats ? HAZMAT Placar Yes ✓ No Special Function Vehicle ✓ vo Special Function Mi mt of Damage No Damage Observed Mi Most Damaged Area Undercarriage Pre Crash Actions Making left turn) Sequence of Events 1 Cross Median Oriver Bicycle Pedestrian License Number Last Known Operator ★ /ER Last Name First Name Driver Distracted By Vot Distracted By Vot Distracted Other Contributing Action hol Test ✓ Test Not Given Test Refused J'rest ✓ Test Not Given Test Refused Urine Other Chemical Test (Not Petershinder 2-Not Since 2-Not	cle Has 9 or More Seats ? HAZMAT Placarded ? 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We Special Function Vehicle Exempt Vehicle En No Special Function Exempt Vehicle En Most Damage No Damage Observed Minor Damage Most Damaged Area (U) Undercarriage 13 Pre Crash Actions (U) Aking left turn 1- I) Sequence of Events 1 (U) Cross Median (U) Sequence of Events 3 (U) Driver Bicycle Pedestrian k Last Known Operator * //ER Last Name First Name MI Oriver Distracted 1 Driver Distracted By (D) Vot Distracted 1 Driver Actions at Time of Crash 1 (D) Veth Contributing Action Test Refused Blood Non Motorist Location at Time of Crash 1 (D) Pedestrian Maneuvers (D) Pedestrian Maneuvers (D) Pedestrian Maneuvers (D) Oriver Complian Matory Area ARB4G DEPLOYED Non Motorist Action at T	cle Has 9 or More Seats ? HAZMAT Placarded ? 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Page 40 of 59 on 12/20/2013, 8:43 AM

Reporting Agency Report Number Crash Date At Scene Date At Scene Time Crash Time ME0030400 12GOR-140-AC 4/9/2012 13:13 13:05 4/9/2012 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. l atitude Longitude At Intersection North South East West Feet Miles Distance to Scene Posted Speed Limit Measurement Node Node 1 Node 2 Unknown Not Posted 25 15714 0 N/A Not Posted 45 MOes Tenths Miles 25r Hou (F1) Type of Crash (F2) Type of Location 4 - Intersection Movement 21 - Traffic Circle/Roundabout (F4) Light Condition (F3) Weather Condition 2 - Cloudy 1 - Daylight (F6) Road Surface Condition (F5) Road Grade 1 - Level 1 - Dry (F7) Traffic Control Device Traffic Control Device Operational (pre-crash)? ✓ Yes No Unk 6 - Yield Sign (F8) Location of First Harmful Event Total Damage over Threshold? 1 - On Roadway 🖌 Yes No (F9) Contributing Circumstances - Environment 1 (F9) Contributing Circumstances - Environment 2 1 - None (F10) Contributing Circumstances - Road 1 (F10) Contributing Circumstances -Road 2 1 - None In or Near a Construction, Maintenance, or Utility Work Zone? Work Zone Workers Present? Yes **∠**No Unk Yes No Unk (F11) Location of the Crash related to Work Zone (F12) Type of Work Zone Law Enforcement Present at Work Zone? School Bus Related? Officer Present Law Enforcement Vehicle Only ٦No Yes, Directly Involved Yes, Indirectly Involved ✓ No JARRATIVE CRASH DIAGRAM 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 Parking lot of Little Falls both vehicles. Mini Mart Mosher Road Route 237 Not to Scale Newell Stree Route 237 Gray Road Route 202 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 4/14/2012 **MARK J SANBORN** 4/10/2012 MPN G503

Maine Department of Public Safety

2012-29927

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Page 1

Form 13:20A Revised January 2010 Last Modified: 4/14/2012 07:57

STATE OF MAINE CRASH REPORT

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Page 42 of 59 on 12/20/2013, 8:43 AM

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Page 43 of 59 on 12/20/2013, 8:43 AM

2012-29931

STATE OF MAINE CRASH REPORT

Reporting Agency	Report	Number	C	Crash Date	Crash Time	At Scen	ie Date	At Scen	le l'ime
ME0030400	12GOR	-144-AC	4	/14/2012	08:06	4/14/2	2012	08:07	
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Direction FROM Nearest In	Report Number Crash Date 4/14/2012 IN Scene Date ISCOR-144-AC 4/14/2012 IN Scene Date 4/14/2012 IN Scene Date ISTRET OF Highway G95 GRAY RD Nearest lintersection Street IO MOSHER RD IO MOSHER RD IO MOSHER RD Intersection to Cash Site West Intersection to Cash Site Lanude Longitude Node 2 Measurement Node Distance to Scene Posted Speed Limit Invincement Mode 0 Measurement Node Distance to Scene Posted Speed Limit Not Postec (F2) Type of Location 1 - Daylight Not Postec 11 - Daylight Intervision Not Postec 12 - Traffic Circle/Roundabout If - Daylight Not Postec 14 - Daylight If - Daylight If - Daylight 14 FO Traffic Circle/Roundabout If - Daylight 14 FO If - Daylight If - Daylight 14 If - Daylight If Postec No 14 It More Cone If Postec If Postec 14 It Control Darino Circumstances - Road 2								
Node 1	Node 2	Measureme	ent Node	Distance to S	cene Posted Spee	d Limit	Unknown	Not	Posted
15714)			MOes Ter	nths Miles 15	r Hour	N/A	Not	Posted
F1) Type of Crash J - Bicycle				(F2) Type of 21 - Traffic	Location Circle/Roundab	out			
F3) Weather Condition				(F4) Light Co	ndition				
L - Clear				(E6) Road St	t Inface Condition				
L - Level				1 - Dry					
F7) Traffic Control Device	Ing Agency Report Number 30400 12GOR-144-AC Town Street or Highway Intersection North South East West Distr Intersection North South East West Intersection Node 2 Measurement Intersection Condition Intersection Sar Intersection of First Harmful Event Roadway Introduction Dontributing Circumstances - Environment 1 Ine Introduction Contributing Circumstances - Road 1 Ine Introduction Contributing Circumstances - Road 1 Ine Introduction Contributing Circumstances - Road 1 Ine Introduction Control Device Introduction Town Introduction Introduction of First Harmful Event Introduction Intersection of First Harmful Event Introduction Intersection of First Harmful Event Intersection Intersection of First Harmful Event Intersection Intersection of the Crash related to Work Zone? Intersection Intersection of the Crash related to Work Zone? Intersection			Traffic Contro	ol Device Operation	nal (pre-cras	sh)? □No	∏Un	ık
F8) Location of First Harm	nful Event			Total Damag	e over Threshold?	• • • • •			
- On Roadway						√ Y€	es 🗌 N	0	
 -9) Contributing Circumst - None 	ances - Environme	nt 1		(F9) Contribu	ting Circumstances	s - Environm	nent 2		
F10) Contributing Circums	stances - Road 1			(F10) Contrib	uting Circumstance	es -Road 2			
- None	Maintaura			1 - None	Jankana Director (C				
n or Near a Construction,	iviaintenance, or U	es Vork Zone?	Un	k	vorkers Present?	Yes	No	Un	ık
F11) Location of the Cras	h related to Work Z	one		(F12) Type of	f Work Zone				
aw Enforcement Present	at Work Zone?	mont Vahiala Ort	V	School Bus F		Voc Indira	othy Involved	اک ا	No
Oncer Present		ment venicle Oni	yiN			res, muire	city involved		NO
NARRATIVE V1 was traveling north According to op v1 he right while in the roun who was operating the Op of v1 made his turn knocking him off the b quarter panel and the other damage. Mr. Des released at the scene.	on Mosher Rd a stated he though dabout onto Gra e cycle was conti onto Gray Road ike. There was r bicycle had a ber sanctis was chec He ended up go	long with the b at the bike was y Road. Mr. De nuing north on and struck Mr. ninor damage t nt rear rim and ked by rescue a ing to have his	bicyclist. turning sanctis Newell Desanc to v1 fro possible and ankle	St. tis nt	Gray Road her Road ute 237		arking lot of ttle Falls ini Mart		
VARRATIVE V1 was traveling north According to op v1 he right while in the roun who was operating the Op of v1 made his turn knocking him off the b quarter panel and the other damage. Mr. De released at the scene. krayed due to swelling were three bikes total All were continuing no	on Mosher Rd a stated he though dabout onto Gra e cycle was conti onto Gray Road ike. There was r bicycle had a ben sanctis was chec He ended up go and was told it and Mr. Desanct rth onto Newell	long with the b ht the bike was y Road. Mr. De nuing north on and struck Mr. ninor damage t th rear rim and ked by rescue a ing to have his was sprained. is was the mide St.	oicyclist. turning ssanctis Newell Desanc to v1 fro possible and ankle There dle bike.	St. tis nt Mos Ro	Gray Road Gray Road Route 202		arking lot of the Falls Ini Mart ewell Street Route 237		
WARRATIVE V1 was traveling north According to op v1 he s right while in the roun who was operating the Op of v1 made his turn knocking him off the b quarter panel and the other damage. Mr. Des released at the scene. xrayed due to swelling were three bikes total All were continuing no	on Mosher Rd a stated he though dabout onto Gra e cycle was conti onto Gray Road ike. There was r bicycle had a ber sanctis was chec He ended up go and was told it and Mr. Desanct rth onto Newell	long with the b ht the bike was y Road. Mr. De nuing north on and struck Mr. ninor damage t ht rear rim and ked by rescue a ing to have his was sprained. is was the mide St.	Dicyclist. turning isanctis Newell Desancto to v1 fro possible and ankle There dle bike.	Address	Gray Road her Road ute 237 Gray Road Route 202		arking lot of the Pails ini Mart exeel Street Route 237	ate	Z
VarRaTIVE V1 was traveling north According to op v1 he s right while in the roun who was operating the Op of v1 made his turn (nocking him off the b quarter panel and the other damage. Mr. Des released at the scene. (rayed due to swelling were three bikes total All were continuing no Vitness Last Name	on Mosher Rd a stated he though dabout onto Gra cycle was conti- onto Gray Road ike. There was r bicycle had a ber sanctis was ched He ended up go and was told it and Mr. Desanct rth onto Newell	long with the b ht the bike was y Road. Mr. De nuing north on and struck Mr. ninor damage t ht rear rim and ked by rescue a ing to have his was sprained. is was the mide St.	MI	Address	Gray Road her Road ute 237 Gray Road Route 202	City City	arking lot of the Falls ini Mart evel Street Route 237 Sta	ate	Zi
VARRATIVE VI was traveling north According to op v1 he s right while in the roun who was operating the Op of v1 made his turn knocking him off the b quarter panel and the other damage. Mr. Des released at the scene. krayed due to swelling were three bikes total All were continuing no Witness Last Name Witness Last Name	on Mosher Rd a stated he though dabout onto Gra e cycle was conti- onto Gray Road ike. There was r bicycle had a ber sanctis was chec He ended up go and was told it and Mr. Desanct rth onto Newell Fi Fi age Description BIKE	long with the b at the bike was y Road. Mr. De nuing north on and struck Mr. ninor damage t th rear rim and ked by rescue a ing to have his was sprained. is was the mide St.	MI	Address	Gray Road	City City or	arking lot of the Falls lini Mart ewell Street Route 237	ate ate tilities	Zi Zi
VARRATIVE /1 was traveling north According to op v1 he sight while in the round who was operating the D p of v1 made his turn knocking him off the b guarter panel and the D other damage. Mr. Des- released at the scene. Krayed due to swelling were three bikes total All were continuing no Witness Last Name Witness Last Name Non Vehicle Property Dama PROFILE DEVINCI TRI Property Owner Name	on Mosher Rd a stated he though dabout onto Gra e cycle was conti o onto Gray Road ike. There was r bicycle had a ber sanctis was ched He ended up go and was told it and Mr. Desanct rth onto Newell Fi Fi age Description BIKE	long with the bit the bike was y Road. Mr. De nuing north on and struck Mr. ninor damage t int rear rim and ked by rescue a ing to have his was sprained. is was the mide St.	MI	Address	Gray Road	City City City City	arking lot of the Falls ini Mart ewell Street Route 237 Sta Sta Town U Sta	ate tilities ate	Z Z Z Z
VARRATIVE VI was traveling north According to op v1 he sight while in the round who was operating the D p of v1 made his turn chocking him off the b puarter panel and the D ther damage. Mr. Des- eleased at the scene. crayed due to swelling were three bikes total All were continuing no Vitness Last Name Vitness Last Name Vitness Last Name Property Owner Name Jon Vehicle Property Dam	on Mosher Rd a stated he though dabout onto Gra e cycle was conti o onto Gray Road ike. There was r bicycle had a ber sanctis was ched He ended up go and was told it and Mr. Desanct rth onto Newell Fi Fi age Description BIKE	long with the bit the bike was y Road. Mr. De nuing north on and struck Mr. ninor damage t int rear rim and ked by rescue a ing to have his was sprained. is was the mide St.	MI	Address Address	Gray Road	City City City City City City or	arking lot of the Falls ini Mart ewell Street Route 237 Sta Sta Town U Sta	ate ate tilities ate tilities	Z Z Z Priv Z
VARRATIVE /1 was traveling north According to op v1 he sight while in the round who was operating the D p of v1 made his turn knocking him off the b guarter panel and the D other damage. Mr. Des- released at the scene. krayed due to swelling were three bikes total All were continuing no Witness Last Name Witness Last Name Vitness Last Name Non Vehicle Property Dam Property Owner Name Property Owner Name	on Mosher Rd a stated he though dabout onto Gra e cycle was conti o onto Gray Road ike. There was r bicycle had a ber sanctis was ched He ended up go and was told it and Mr. Desanct rth onto Newell Fi Fi rage Description BIKE	long with the bit the bike was y Road. Mr. De nuing north on and struck Mr. ninor damage the the rear rim and ked by rescue a ing to have his was sprained. is was the mide St.	MI	Address Address Address	Gray Road her Road ute 237 Gray Road Route 202	City City City City City City or City City or City	arking lot of the Pails ini Mart ewell Street Route 237 Town U Sta Town U Sta	ate ate tilities ate tilities ate	Z Z Z Priv Z
VARRATIVE /1 was traveling north According to op v1 he sight while in the round who was operating the Op of v1 made his turn knocking him off the bid puarter panel and the other damage. Mr. Des- released at the scene. krayed due to swelling were three bikes total All were continuing no Witness Last Name Witness Last Name Non Vehicle Property Dam PROFILE DEVINCI TRI Property Owner Name Non Vehicle Property Dam Property Owner Name Property Owner Name	on Mosher Rd a stated he though dabout onto Gra e cycle was conti o onto Gray Road ike. There was r bicycle had a ber sanctis was ched He ended up go and was told it and Mr. Desanct rth onto Newell Fi Fi age Description BIKE	long with the bit the bike was y Road. Mr. De nuing north on and struck Mr. ninor damage the the trear rim and ked by rescue a ing to have his was sprained. is was the mide St.	MI MI Report	Address Address Address Address Address Address Address Address	Gray Road Gray Road Gray Road Gray Road Gray Road C C C C C C C C C C C C C	City City City City City or City City or City	arking lot of the Pails ini Mart ewell Street Route 2377 Sta Town U Sta Town U Sta Apr	ate ate tilities ate tilities ate proved I	Z Z Z Priv Z Date

		VINI	OINTE											UN		٩G
Unit II 1	D Hit Run?	2G1WT58N	579127004	License *	e Plat	e	State ME	(U1) U 1 - P a	asseng	oe jer Ca	r					
No	o Insurance NAIC	Insu *	Irance Compan	y Name		·			nsuran ¢	ce Poli	cy Nun	nber				
(U2) \	Vehicle Make	I			Ve	hicle Y	'ear	(U3	3) Vehi	cle Col	or					
(U4)V	/ehicle Configuration				G	VWR o	r GCW	/R	Grey	Silve						
Vehic	le Has 9 or More Sea	ts ?	HAZMAT Plac	arded ?	Ve	< 10 ehicle 1	,000 lb Fravel I	os. Directio	n 5	0,001 ·	- 26,00 hound	0 lbs.		> than outhbo	26,000 und) Ibs.
(115)		es 🗸 No	[Yes 🖌 No		East	tbound		Westbo	bund		ot on F	loadwa	ay [Unkr	nowr
(U5) S 1 - N	Special Function Vehi Io Special Function	cle		Exempt Vehic	le Er	nergen	icy Ver	nicle Re	espond	ing to S	Scene	?	Ye	s	No	
Exten	nt of Damage	Damage Obs	erved 🗸	Minor Damage		F	Functio	nal Da	mage		Τον	ved Du	ie to Di	isablinę	g Dama	age
(U6) I	Most Damaged Area				(U	7) Mos	st Harm	nful Eve	ent							
1 - F I (U8) F	ront Passenger Co Pre Crash Actions	rner			(U	3 - Mo 9) Con	tor Ve tributir	ehicle	in Tra umstan	nsport ces - V	ehicle					
5 - M	laking right turn				1	- Non	е									
(010) 21 - I	Motor Vehicle In T	ransport			(U	10) Se	quence	e ot EV	ents 2							
(U10)	Sequence of Events	3			(U	10) Se	quence	e of Ev	ents 4							
√ [Driver Bicycle	Pedestrian	License Num	ber 🖌 Active	No	o Li <u>ce</u> n	se	Permit	State	Lice	nse Cla	ass Ei	ndorse	ments	Restri	ctior
DRIV	Last Known Oper	ator F	First Name	Ν	11 DI	RIVER	Susper Addre	ided ss	ME	C	City	/		Stat	ie Z	ip
*					*	ME*						, 				·1-
Citati	on Number Pendin	g			VI	olation	1				Viola	ation 2				
OWN *	IER Last Name (skip i	f same as Drive	er) First Name	MI	0\ *	WNER MF*	Addre	SS			City			State	e Zi	р
(D1) [Driver Distracted By				(D	2) Con	dition a	at Time	of Cra	ish						
1 - N	lot Distracted	of Crash 1			1	- Appa	arentl	y Norr	nal Time o	f Crach	2					
3 - Fa	ailed to Yield Righ	t-of-Way				5) DIIV		uns at	nine o		12					
Alcoh	nol Test	st Not Given	Test Refuse	ot Field Sobriety or P	д зт)	Alcoh	ol Test	Result	Pendi	ng	Alcoho	I BAC	Result			
Drug	Test Te	st Not Given	Test Refuse	ed Bloo	d Dr	rug Tes	st Resu	ılt	Po	sitive		legativ	e	Pend	ling	
(D4) î	Non Motorist Location	at Time of Cra	sh		(D	5) Non	Motor	ist Acti	on Prio	r to Cra	ash					
	Non Motorist Action a	Time of Crash	1		(D	6) Non	Motor	ict Acti	on at T	ime of	Crach	2				
(D0)1	Non Motonst Action a	Thine of Class	I				INOLOI	ISI AUI	onati		Clash	2				
(D7) F	Pedestrian Maneuver	6			(D	8) Bicy	clist M	aneuve	ers							
	PERSON TYPE 1-Drive	r, 2-Passenger, 3	B-Pedestrian, 6-D	iver/Owner, 7-Bicy	cle, 8-	Passen	iger/Ow	ner, 24-	Last Kn	own Op	erator 2	5-Last k	Known C	Operato	r/Owner	
SEAT 1-Fror	ROW SEAT POSITION nt Row 1-Left (driver)	SEAT POSITION 1-Sleeper Sectio	I OTHER A RB n of Cab (truck)1-No d Correc Area 2-No	AG DEPLOYED RI Applicable 1-	STRA	NT SYS	TEM		INJU 1-Am 2-Ble	RY TYPE putation	N 1- 2	IJURY A Face	REA	NJURY 1-Fatal	DEGRE	E
3-Thir 4-Fou	d Row 3-Right	3- Unenclosed C 4-Trailing Unit	argo Area 3-De 4-De	bloyed - Front 3- bloyed - Side 4-	Should	er and La	ap Belt U	sed	3-Bro 4-Bu	ken Bone	es 3- 4-	-Neck -Back		3-NonIn 4-Possib	capacitat	ing
5-Othe 6-Unk	er Row 5-Unknown	5-Riding on Moto	r Vehicle Ext 5-De (knee	bloyed - Other 5- , air belt,) 6-	Lap Be Restrai	It Only Used -	sed Other		5-Co 6-Sh	ncussion ock	5· 6·	-Arm(s) -Leg(s)		5-No Inj	ury	
EJEC	TED HELMET I	6- Unknown	6-De Coml	bloyed - 7- bination 8-	Child R Child R	estraint -	Forward Rear Fa	l Facing cing	7-Diz 8-Ab	ziness rasion/Bru	7- Jises 8-	-Chest St Internal	omach	NJURY 1-Officer	INFO SO Observa	OURC ation
1-Not 2-Ejec	Ejected 1-DOT-Co cted Partially 2-Other H	mpliant Motorcycle I	Helmet 7-De	ployment - Curtain g- 10	Child R -Boost	testraint - er Seat	Used In	correctly	9-Co 10-O	mplaint of ther	f Pain 9 1	-Entire Bo D-Other	ody	2-Individ 3-Medic	ual State al, Param	ment nedica
3-Ejec	cted Totally 3-No Heim	et		11	-Child	Restrain	t - Other						AMB (Observa	tion	shoe
Person	Include Driver, Passengers	, Bicyclist, and Pede	estrians Se	x DOB	Seat Pos	Seat	Seat Pos	Air Bag	Ejected	Restraint	Helmet	Injury	Injury	Injury	Inj Info	Amb
, ype	Last Name, First Name, N	li	(IVI,F		Row	rus a	Other		· 	Gystern	058	Jegree	, she	Aled		
6	т 			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
													_			_
	1					1	1	1	1							

Page 45 of 59 on 12/20/2013, 8:43 AM

Report Number 12GOR-144-AC	STATE OF MAI	NE CRA	SH REP	ORT		UN		G
Unit ID Hit Run? VIN	Licens *	e Plate S	State (U1) Unit	Type vclist				
	Insurance Company Name	I	Insu	Irance Policy	Number			
(U2) Vehicle Make	*	Vehicle Ye	ar (U3) \	ehicle Color				
(U4)Vehicle Configuration		GVWR or (GCWR 000 lbs. [10,001 - 26	6,000 lbs.	> than	26,000 II	bs.
Vehicle Has 9 or More Seats ?	HAZMAT Placarded ?	Vehicle Tra	avel Direction	Northbo	und	Southbo	bund	
(U5) Special Function Vehicle			ound vve v Vehicle Resp	onding to Sce	Not on Roa	adway	Unkno	wn
Eutopt of Domogo				-		Yes	No	
Extent of Damage No Dama	ge Observed Minor Damage	Fu	unctional Dama	ge	Towed Due	to Disablin	g Damag	е
(U6) Most Damaged Area		(U7) Most	Harmful Event					
(U8) Pre Crash Actions		(U9) Contr	ributing Circums	stances - Vehi	cle			
(U10) Sequence of Events 1		(U10) Sear	uence of Event	s 2				
		(1140) 0	(
(U10) Sequence of Events 3		(U10) Sequ	uence of Event	s 4				
Driver Bicycle V Pedes	strian	No License	e Permit Sta	te License	Class End	lorsements	Restrict	ior
BICYCLIST Last Name	First Name		T Address		City	Sta	te Zip	
*		* ME*		[]	/iolation 2			
OWNER Last Name (skip if same a	as Driver) First Name MI	OWNER A	Address	C	City	Stat	ie Zip	
(D1) Driver Distracted By		(D2) Condi	lition at Time of	Crash				
(D3) Driver Actions at Time of Cras	sh 1	(D3) Driver	r Actions at Tim	ne of Crash 2				
						e e ult		
Breath Urine	Other Chemical Test (Not Field Sobriety or I	^d Alcohol	I Test Result Pe	ending		esuit		
Drug Test Vot G	Given Test Refused Bloc	d Drug Test	Result	Positive	Negative	Pen	ding	
(D4) Non Motorist Location at Time	e of Crash	305)Walki	ing¢Cýclinig A	long Roadw	ay with Tr	affic (In o	or Adjac	en
5 - Travel Lane – Other Locati (D6) Non Motorist Action at Time (ion of Crash 1	(D6) Non M) Motorist Action	at Time of Cra	ash 2			
1 - No Improper Action								
(D7) Pedestrian Maneuvers		(D8) Bicycl 1 - Bicycl	list Maneuvers le - Riding wi	th Traffic				
PERSON TYPE 1-Driver, 2-Pase	senger, 3-Pedestrian, 6-Driver/Owner, 7-Bio	ycle, 8-Passenge	er/Owner, 24-Las	t Known Operat	or 25-Last Kno	own Operato	or/Owner	
SEAT ROW SEAT POSITION SEAT F 1-Front Row 1-Left (driver) 1-Sleer 2-Second Row 2-Middle 2-Othe	POSITION OTHER A REAG DEPLOTED F per Section of Cab (truck)1-Not Applicable 1 r Enclosed Cargo Area 2-Not Deployed 2	ESTRA NT SYSTE -Not Applicable -None Used - Moto	EM	1-Amputation 2-Bleeding	1-Face 2-Head	A NJUR 1-Fatal 2-Incap	acitating	
3-Third Row 3-Right 3- Uner 4-Fourth Row 4-Other 4-Traili	nclosed Cargo Area 3-Deployed - Front ing Unit 4-Deployed - Side	-Shoulder and Lap -Shoulder Belt Only	Belt Used y Used	3-Broken Bones 4-Burns	3-Neck 4-Back	3-Nonlr 4-Possi	ncapacitating ble Injury	J
5-Other Row 5-Unknown 5-Ridin 6-Unknown (non-tra	ailing unit) (knee, air belt,) 6-Deployed - Other	-Lap Belt Only Use -Restraint Used - C	ed Other	5-Concussion 6-Shock 7-Dizziness	5-Arm(s) 6-Leg(s) 7-Chest Stor	5-NO IN	INFO SOLI	
EJECTED HELMET USE	Combination 8 7-Deployment - Curtain 6	-Child Restraint - R	Rear Facing	8-Abrasion/Bruises	s 8-Internal in 9-Entire Body	1-Office	er Observatio	on ent
2-Ejected Partially 3-Ejected Totally 3-No Helmet		0-Booster Seat 1-Child Restraint -	- Other	10-Other	10-Other	3-Media Observ	cal, Paramec ation	lica
Include Driver, Dessenance, Disveliet	and Dedactrians	Cast	Coot			AMB CODES	- see code s	hee
Type Last Name, First Name, Mi	(M,F,U)	Pos Pos Row	Pos Deployed Eje	ected Restraint Hel System U	met Injury Ir se Degree T	njury Injury Type Area	Inj Info A Source C	۹۳p ۲۰۵۰
7 *	M 11/14/68				2 3	9 6	3	1

Page 46 of 59 on 12/20/2013, 8:43 AM

Reporting Agency Report Number Crash Date At Scene Date At Scene Time Crash Time ME0030400 12GOR-147-AC 4/18/2012 11:05 11:02 4/18/2012 City or Town Street or Highway Nearest Intersecting Street Off Road Gorham **10 MOSHER RD 698 GRAY RD** Direction FROM Nearest Intersection to Crash Site Distance From Nearest Inter. l atitude Longitude ✓ At Intersection North South East West Feet Miles Distance to Scene Posted Speed Limit Measurement Node Node 1 Node 2 Unknown Not Posted 25 15714 0 N/A Not Posted 45 MOes Tenths Miles 25r Hou (F1) Type of Crash (F2) Type of Location 4 - Intersection Movement 21 - Traffic Circle/Roundabout (F3) Weather Condition (F4) Light Condition 1 - Clear 1 - Daylight (F5) Road Grade (F6) Road Surface Condition 1 - Level 1 - Dry (F7) Traffic Control Device Traffic Control Device Operational (pre-crash)? No Yes Unk 6 - Yield Sign (F8) Location of First Harmful Event Total Damage over Threshold? 1 - On Roadway 🖌 Yes No (F9) Contributing Circumstances - Environment 1 (F9) Contributing Circumstances - Environment 2 1 - None (F10) Contributing Circumstances - Road 1 (F10) Contributing Circumstances -Road 2 1 - None In or Near a Construction, Maintenance, or Utility Work Zone? Work Zone Workers Present? Yes ✓ No Unk Yes No Unk (F11) Location of the Crash related to Work Zone (F12) Type of Work Zone Law Enforcement Present at Work Zone? School Bus Related? Officer Present Law Enforcement Vehicle Only ٦No Yes, Directly Involved Yes, Indirectly Involved ✓ No JARRATIVE CRASH DIAGRAM Veh 1 entered roundabout before Veh 2 cleared the circle and subsequently struck Veh 2 in the passenger center area. Gray Mosher Road Route 237 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 Report Date Badge# Approved By Approved Date Paul D Dubay G601 4/20/2012 MPN 4/30/2012

Maine Department of Public Safety

2012-29932

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Page 1

STATE OF MAINE CRASH REPORT

Unit ID Hit Run? VIN	DE4//204140004	.	Licens	e Plat	е	State	(U1) U	nit Typ	oe	_					-
	Insurance Corr	npany l	Aame			ME	1 - Pa	issen	ger Ca Ice Poli	r cv Nur	nber				
No Insurance	*	ipany i	lanto				*	:		oy Hui	11001				
(U2) Vehicle Make				Ve	hicle Y	/ear	(U3	B) Vehi	cle Col	or					
(U4)Vehicle Configuration				G	VWR o	or GCW	/R	Grey	, Silve	ſ					
					< 10),000 lb	DS.	1	10,001	- 26,00	00 lbs.		> than	26,000) lb
Vehicle Has 9 or More Seats ?		Placaro	led ? Yes Vo	Ve	hicle T	Fravel [thound	Directio	n [Nosth		nbound	d lot on	Roadw	Southbo	ound	nov
(U5) Special Function Vehicle]110		Exempt Vehi	ne Er	nergen	ncy Veł	nicle Re	spond	ling to \$	Scene	?	Ttoauw	ay [101
1 - No Special Function			Exemptiveni	510		-			-			Ye	es	🗸 No	
Extent of Damage No Dama	ge Observed	Min	nor Damage		✓ F	Functio	nal Dar	nage		Τον	wed D	ue to D	isablin	g Dama	age
(U6) Most Damaged Area				(U	7) Mos	st Harm	nful Eve	nt							
12 - Front				13		tor Ve	ehicle i	n Tra	nspor	t (obiolo					
1 - Following roadway				1	- Non	e	ig circu	IIISlai	ices - v	enicie					
(U10) Sequence of Events 1				(U	10) Se	quence	e of Eve	ents 2							
21 - Motor Vehicle In Transpo (1110) Sequence of Events 3	ort			(1.1	10) Sa	auence	of Eve	ante A							
					10) 00	quene		51113 -							
Driver Bicycle Pedes	strian License I	Numbe	er 🖌 Active		Licen	ise 🗌 F	Permit	State	Lice	nse Cla	ass E	Endorse	ements	Restr	ictic
DRIVER Last Name	First Name					Addre	ss	ME		Citv	v		Sta	te Z	Ϊp
*				*	ME*						, 				
Citation Number Pending				Vie	olation	1				Viola	ation 2	2			
OWNER Last Name (skip if same	as Driver) First Nar	me	MI	0\	WNER	Addres	SS			City			Stat	e Zi	р
*				*	ME*					-					
(D1) Driver Distracted By				(D	2) Con - Ann:	idition a arentl	at Time v Norn	of Cra nal	ash						
(D3) Driver Actions at Time of Cras	sh 1			(D	3) Driv	er Acti	ons at 7	Time o	f Crash	n 2					
3 - Failed to Yield Right-of-W	ay									Alasha		Decul			
Breath Urine	Other Chemical Te	efused est (Not F	Field Sobriety or F	DBT)	Alcoh	ol Test	Result	Pendi	ng	Alcono	DI DAU	, Result			
Drug Test Vot G	Siven Test Re	efused	Bloc	d Dr	ug Tes	st Resu	ılt	ΠPo	sitive		legativ	ve [Pend	dina	
(D4) Non Motorist Location at Time	Other e of Crash			(D	5) Non	Motor	ist Actio	on Pric	or to Cr	ash	0	L		0	
					0) 11011	imotor	lot / totic								
(D6) Non Motorist Action at Time of	of Crash 1			(D	6) Non	Motor	ist Actio	on at T	ime of	Crash	2				
(D7) Pedestrian Maneuvers				(D	8) Bicv	/clist M	aneuve	ers							
()				Ì	-/ -/			-							
PERSON TYPE 1-Driver, 2-Past	senger, 3-Pedestrian,	6-Drive	er/Owner, 7-Bic	ycle, 8-	Passen	nger/Ow	ner, 24-l	Last Kn	own Op	erator 2	25-Last	Known			
1-Front Row 1-Left (driver) 1-Slee	per Section of Cab (truck))1-Not Ap 2-Not De	plicable 1	-Not Ap	blicable			1-Arr ant 2-Ble	nputation	- 1· 2·	-Face -Head	/ (())/	1-Fatal	acitating	-
3-Third Row 3-Right 3- Une 4-Fourth Row 4-Other 4-Traili	nclosed Cargo Area	3-Deploy 4-Deploy	ved - Front 3 ved - Side 4	-Should	er and La er Belt O	ap Belt Used	sed	3-Bro 4-Bu	oken Bon rns	es 3- 4-	-Neck -Back		3-NonIn 4-Possi	capacitat	ing
5-Other Row 5-Unknown 5-Ridir 6-Unknown (non-tr	ig on Motor Vehicle Ext ailing unit)	5-Deploy (knee, ai	r belt,) 6	-Lap Be -Restrai	It Only Us nt Used -	sed - Other		5-Co 6-Sh	ncussion ock	5- 6-	-Arm(s) -Leg(s)		5-No Inj	ury	
6- Unk	nown	6-Deploy Combina	ved - 7 ation 8	-Child R -Child R	estraint - estraint -	 Forward Rear Fa 	l Facing Icing	7-Diz 8-Ab	zziness rasion/Br	7- uises 8-	-Chest S -Interna	Stomach I	NJURY 1-Office	' INFO So r Observa	OUR ation
1-Not Ejected 1-DOT-Compliant M 2-Ejected Partially 2-Other Helmet	otorcycle Helmet	7-Deploy	/ment - Curtain g 1	-Child R 0-Boost	estraint - er Seat	- Used Ind	correctly	9-Co 10-O	mplaint o ther	fPain 9- 10	-Entire I 0-Other	Body	2-Individ 3-Medic	dual State al, Paran	men nedic
3-Ejected Lotally 3-No Helmet			1	1-Child	Restrain	it - Other						AMB	CODES -	see code	e she
Person Include Driver, Passengers, Bicyclist,	, and Pedestrians	Sex	DOB	Seat Pos	Seat	Seat	Air Bag	Ejected	Restrain	t Helmet	Injury	Injury	Injury	Inj Info	An
Last Name, First Name, Mi		(M,F,U)		Row	Pos	Other	Deployed	,	System	Use	Degree	e lype	Area	Source	Co
6 *		M	05/02/38	1	1		2	1	3		5			3	1
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			1		1	1	1		1						
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Page 48 of 59 on 12/20/2013, 8:43 AM
II Instell D	Unit								UN	IIT P	AG
2 Hit Run?	VIN 1B3HE78K27D129221	License *	Plate	State (U1) Unit Ty 1 - Passen	be g er Car					
NAIC	Insurance Compa	any Name	i	I	Insurar	ce Polic	y Number				
(U2) Vehicle Make			Vehicle `	Year	(U3) Veh	cle Colo	r				
15 - DODGE (U4)Vehicle Configuration			2007 GVWR (or GCWF	1 - Blac	C					
(0 .)			< 1(),000 lbs	·	10,001 -	26,000 lbs]> than	26,000) lbs.
Vehicle Has 9 or More Sea ا	ats ? HAZMAT Pla Yes ✔No	acarded ? ☐Yes ✓No	Vehicle	Travel D tbound	Westb	North	bound	Roadwa	Southbo	ound Unki	nowr
(U5) Special Function Vehi	icle	Exempt Vehicle	e Emerger	ncy Vehi	cle Respond	ling to S	cene ?		29	ZNo	
Extent of Damage	• Damage Observed	Minor Damage		Function	al Damage	Г			isablin	n Dama	ane
(U6) Most Damaged Area			(U7) Mo:	st Harmf	ul Event	L				g Duni	<u></u>
3 - Center Passenger S	ide		13 - Mo	otor Vel	icle in Tra	nsport					
(U8) Pre Crash Actions 1 - Following roadway			(U9) Cor 1 - Non	ntributing e	Circumstar	ices - Ve	ehicle				
(U10) Sequence of Events	1		(U10) Se	equence	of Events 2						
(U10) Sequence of Events	3		(U10) Se	equence	of Events 4						
			Nolios			Licon		Endorad	monto	Roote	iction
Last Known Oper	rator				ed ME	C	30 01033		- nents	I VESI	GUUI
DRIVER Last Name *	First Name	Μ	DRIVER	Addres	6		City		Sta	te Z	ip
Citation Number Pendin	ng		Violation	1			Violation	2			
OWNER Last Name (skip i	if same as Driver) First Name	e MI	OWNER	Address	6		City		Stat	e Zi	p
*			* ME*		T)			-	
1 - Not Distracted By			(D2) Cor 3 - Emo	ndition at	Depressed	ish , Angry	, Disturb	ed, etc.	.)		
(D3) Driver Actions at Time	e of Crash 1		(D3) Driv	ver Actio	ns at Time o	f Crash	2		-		
Alcohol Test	est Not Given	sed Blood		ol Tost F	Posult Pondi	A	Icohol BAC	C Result	t		
Breath Urine	Other Chemical Test	(Not Field Sobriety or PB				ng					
	Other		Diugite	stitesui	Pc	sitive	Negati	ve	Pen	ding	
(D4) Non Motorist Location	n at Time of Crash		(D5) Nor	n Motoris	t Action Pric	or to Cra	sh				
(D6) Non Motorist Action a	t Time of Crash 1		(D6) Nor	n Motoris	t Action at T	ime of C	Crash 2				
(D7) Pedestrian Maneuver	S		(D8) Bic	/clist Ma	neuvers						
	ar 2 Dessenant 2 Dedectrion 6	Driver/Ourset 7 Diave				<u></u>	rotor OF Loo	Kasun	Onerate		
SEAT ROW SEAT POSITION	N SEAT POSITION OTHER A	RBAG DEPLOYED RE	STRA NT SYS	TEM	INJU	RY TYPE	NJURY	AREA	NJURY	DEGRE	E
1-Front Row 1-Left (driver) 2-Second Row 2-Middle	2-Other Enclosed Cargo Area 3-	Not Applicable 1-N Not Deployed 2-N Deployed - Front 2-S	ot Applicable one Used - M	otor Vehicle	Occupant 2-Ble	eding	2-Head		2-Incap 3-NonIr	acitating	ina
4-Fourth Row 4-Other	4-Trailing Unit 4-I	Deployed - Side 4-S Deployed - Other 5-1	houlder Belt C	ap Dell Ose Inly Used	4-Bu 5-Co	rns ncussion	4-Back 5-Arm(s)	1	4-Possi 5-No Ini	ble Injury urv	
6-Unknown	(non-trailing unit) (kr 6- Unknown 6-I	nee, air belt,) 6-R Deployed - 7-C	estraint Used	- Other - Forward F	6-Sh acing 7-Di	ock ziness	6-Leg(s) 7-Chest	Stomach	NJURY	INFO SO	JURC
EJECTED HELMET I	USE Co	mbination 8-C Deployment - Curtain 9-C	hild Restraint	- Rear Faci	ng 8-Ab prrectly 9-Co	rasion/Brui mplaint of	ses 8-Interna Pain 9-Entire	al Body	1-Office 2-Individ	r Observa dual State	ation ement
2-Ejected Partially 3-Ejected Totally 3-No Heln	elmet net	10- 11-	Booster Seat Child Restrair	nt - Other	́ 10-С	ther	10-Othe	r	3-Medic Observa	al, Paran ation	nedica
								AMB	CODES	see code	e shee
Person Include Driver, Passengers Type Last Name. First Name	s, dicyclist, and Pedestrians (N	Sex DOB 1,F,U)	Seat Seat Pos Pos Row	Pos D Other	Air Bag eployed Ejected	Restraint I System	Helmet Injury Use Degre	lnjury e Type	Injury Area	Inj Info Source	Amb Code
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				+ +							

Page 49 of 59 on 12/20/2013, 8:43 AM

2012-34138	STA	IE OF	MAINE	CRASI	HR	EPORI			FIRS	ST PAGE
Reporting Agency ME0030400	Report Num 12GOR-21	ber 3-AC	Cra 6/ 2	sh Date 22/2012	Cra 14	ash Time ::03	At Scene 6/22/2	Date 012	At Scer 14:04	ne Time
City or Town Gorham	Str 69	eet or Highw 8 GRAY RD	ay		N 1	learest Intersec	ting Street			Off Road
Direction FROM Nearest Interse	ection to Crash Sit	e D West	istance Fror	n Nearest Int	er. L les	atitude		Longitude	9	
Node 1 Node 2 15714 0	2	Measurem	ent Node	Distance to Moes Te	Scene enths	Posted Speed Miles 15r I	Limit	Unknown N/A	Not	Posted 25 Posted 45
(F1) Type of Crash 7 - Went Off Road				(F2) Type o 21 - Traffi	f Locat c Circ	tion le/Roundabo	ut			
(F3) Weather Condition 1 - Clear				(F4) Light C 1 - Davlig	onditic	n				
(F5) Road Grade				(F6) Road S	Surface	Condition				
(F7) Traffic Control Device 6 - Yield Sign				Traffic Cont	rol Dev	vice Operationa	l (pre-crash ∕ Yes)? No	U	nk
(F8) Location of First Harmful Ev 2 - Shoulder	vent			Total Dama	ge ove	er Threshold?	Yes			
(F9) Contributing Circumstances 1 - None	s - Environment 1			(F9) Contrib	outing (Circumstances -	Environme	ent 2		
(F10) Contributing Circumstance	es - Road 1			(F10) Contr 1 - None	ibuting	Circumstances	-Road 2			
In or Near a Construction, Maint	enance, or Utility	Work Zone?	Unk	Work Zone	Worke	rs Present?	Yes	No	Ur	nk
(F11) Location of the Crash rela	ted to Work Zone			(F12) Type	of Wor	k Zone				
Law Enforcement Present at Wo	ork Zone?	t Vehicle On	lv 🗌 No	School Bus	Relate	ed? Involved _Y	es. Indirect	lv Involved		No
way. There was minor cosm	netic damage to	tne mope		Pe U Nes	Avail Strate uute 237 noing lot of the Fails Miniuri Gray Roac Route 202		1 Mos Ro	her Road ute 237		
Witness Last Name	First		MI	Address		Cit	y	St	ate	Zip
Witness Last Name	First		MI	Address		Cit	У	St	ate	Zip
Non Vehicle Property Damage	Description					State	City or T	own 🗌 L	Jtilities	Private
Property Owner Name				Address		Cit	y	St	ate	Zip
Non Vehicle Property Damage E	Description					State	City or T	own 🗌 L	Jtilities	Private
Property Owner Name				Address		Cit	У	St	ate	Zip
Reporting Officer TODD B GAGNON		Badge# G105	Report Da 6/25/20	te 12	Approv MPN	ved By		Ap 7/	proved 1/201	Date 2

Page 1

STATE OF MAINE CRASH REPORT

Maine Department	of	Public	Safety
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2012-34138

Unit II	D	·	+ D	VIN			`		icense	Plate	e :	State	(U1) l	Jnit Typ	be -				01	<u>vii ["</u>	AU
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No	lnsu	Iranc	e INAIC		insur *	ance Cor	npany	Name					:	nsuran *	ice Pol	ICY INU	mper				
(U2) \ 26 - I	/ehic		ake		·					Ve 20	hicle Y	'ear	(U)	3) Vehi	cle Co Silve	lor					
(U4)V	ehicl	e Co	nfiguratio	n						G	/WR o	r GCW	/R	Grey	, 51176	1					
Vehic		as 0 c	r More S	pate ?	1		Placar	ded 2			_< 10 bicle T	,000 lk Travel l	Directio	11	10,001	- 26,0	00 lbs.]> thar	1 26,00	0 lbs.
venio]Yes 🖌	No			Yes 🔽	No		East	tbound		Westbe	ound		Not on	Roadw	ay	Unk	nowr
(U5) S 1 - N	Speci o Sp	ial Fu ecia	nction Ve I Functio	hicle D n				Exempt	Vehicl	e En	nergen	ncy Veł	nicle R	espond	ling to	Scene	?	ΠY	es	✓ No	
Exten	t of E	Dama	ge	No Dama	ge Obse	ved	✓ Mi	nor Dam	age		F	unctio	nal Da	mage		Пто	wed D	ue to E	Disablin	ig Dam	age
(U6) N	Vlost	Dam	aged Area	a					0	(U	7) Mos	st Harm	nful Eve	ent						0	0
12 -	Fron	t	Actions							24	- Cur	r b				/ = = = =					
(08) F	ollov	ving	roadwa	у						(U): 1 -	• Non	e e	ig Circi	umstan	ices - \	enicie	2				
(U10)	Sequ	uenco	e of Even	ts 1						(U [,]	10) Se	quenc	e of Ev	ents 2							
(U10)	Sequ	uence	e of Even	ts 3						(U [,]	10) Se	quenc	e of Ev	ents 4							
	Triver	r Þ		Padaa	trian	License	Numb	ar 🔽	uctivo [[]	No	Licon		Darmit	Stata	Lice	nse C	lass F	ndore	emente	Rect	riction
		ast K	nown Op	erator		*	NUITIDO					Susper	nded	ME	C	1100 0			emente	S	notioi
DRIVI *	ER L	ast N	ame		Fi	rst Name			M	IDF	RIVER ME*	Addre	SS			Ci	ty		Sta	ate 2	Zip
Citatio	on Nu	umbe	r Penc	ling						Vic	olation	1				Vio	lation 2	2			
OWN	ER L	ast N	ame (skij	o if same a	as Driver) First Na	me	MI		OV	VNER	Addre	SS			City	/		Sta	te Z	
*		Dist	· · ·			/				*	ME*	-P.C			!.						
(D1) L 1 - N	ot D	r Dist istra	racted By	ſ						(D) 1 -	2) Con • Appa	arenti	at Time y Nor i	e of Cra mal	ash						
(D3) [Drive	r Acti	ons at Tir	ne of Cras	sh 1					(D:	3) Driv	er Acti	ons at	Time o	f Crasl	n 2					
Alcoh	ol Te	est		est Not G	iven	Test R	efused		Blood		Alcoh	ol Toot	Pocul	+ Dondi	na	Alcoh	ol BAC	Resul	t		
	Breatl	h	Urine		Other Ch	emical T	est (Not	Field Sobri	ety or PB				ilt		ng						
Drug	1631		Urine		Other		eiuseu				ug rea	51 1.630		Po	sitive		Negativ	/e	Pen	ding	
(D4) N	Non N	Notor	ist Locati	on at Time	e of Cras	h				(D	5) Non	Motor	ist Acti	on Pric	or to Cr	ash					
(D6) N	Non N	Notor	ist Action	at Time o	f Crash					(D6	6) Non	Motor	ist Acti	on at T	ime of	Crash	12				
(D7) F	Pedes	strian	Maneuv	ers						(D8	B) Bicy	clist M	aneuv	ers							
()		0011				De de etriere	6 Drive		7 Diau	<u>`</u>				LastKa			05 1+	K	0		
SEAT	ROW	SON		ON SEAT F	POSITION (THER	A RBAG	DEPLOY	ED RE	STRA	NT SYS	TEM	1161, 24	INJU	RY TYPI		NJURY /	AREA	NJUR	Y DEGRI	ĒE
1-Fron 2-Seco	nt Row ond Ro	-1- 0w 2- 3-	Left (driver) Middle Pight	1-Sleep 2-Other	er Section Enclosed	of Cab (truc) Cargo Area	2-Not Ap 2-Not Do 3-Deplo	pplicable eployed ved - Front	1-N 2-N 2-S	ot App one U	olicable sed - Mo	otor Vehic	cle Occup	ant 2-Ble 3-Bro	eding	es	1-Face 2-Head 3-Neck		2-Incap 3-Nonli	acitating	atina
4-Four 5-Othe	rth Rov er Row	v 4- v 5-	Other Unknown	4-Trailii 5-Ridin	ng Unit g on Motor	Vehicle Ext	4-Deplo 5-Deplo	yed - Side yed - Other	4-S	houlde ap Bel	er Belt Or t Only Us	nly Used	360	4-Bu 5-Co	rns ncussion		4-Back 5-Arm(s)		4-Poss 5-No In	ible Injur	/
6-Unki	nown			(non-tra 6- Unkr	ailing unit) nown		(knee, a 6-Deplo	ir belt,) yed -	6-R 7-C	estrair hild Re	nt Used - estraint -	 Other Forward 	I Facing	6-Sh 7-Diz	ock zziness		6-Leg(s) 7-Chest S	Stomach	NJUR	Y INFO S	OURC
EJEC 1-Not	TED Ejecte	d	HELME 1-DOT-	T USE Compliant Mo	otorcycle He	elmet	7-Deplo	ation yment - Cu	8-C rtain 9-C	hild Re	estraint - estraint -	Rear Fa	cing correctly	8-Ab 9-Co	mplaint c	uises of Pain	8-Internal 9-Entire E	Body	2-Indivi	er Observ idual Stat	ation ement
2-Ejec 3-Ejec	ted Pa	tally	2-Other 3-No He	Helmet elmet					10-	Child	Restrain	t - Other		10-0			TO-Other		Observ	ation	medica
Person	Includ	de Driv	er, Passeng	ers, Bicyclist,	and Pedes	trians	Sex			Seat	Seat	Seat	Air Bag		Restrain	t Helme	t Injury	AMB Injury	Injury	- see coo Inj Info	Amb
Туре	Last I	Name,	First Name,	Mi			(M,F,U)		, 	ros Row	Pos	Other	Deployed	d Liecied	System	Use	Degree	Туре	Area	Source	Cod
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Page 51 of 59 on 12/20/2013, 8:43 AM

FIRST PAGE Reporting Agency Report Number Crash Date At Scene Date At Scene Time Crash Time 12GOR-243-AC ME0030400 7/27/2012 15:08 15:01 7/27/2012 City or Town Street or Highway Nearest Intersecting Street Off Road Gorham 202 (698 GRAY RD) 237 (10 MOSHER RD) Direction FROM Nearest Intersection to Crash Site Distance From Nearest Inter. l atitude Longitude ✓ At Intersection North South East West Feet Miles Distance to Scene Posted Speed Limit Measurement Node Node 1 Node 2 Unknown Not Posted 25 15714 0 N/A Not Posted 45 MOes Tenths Miles 25r Hou (F1) Type of Crash (F2) Type of Location 4 - Intersection Movement 21 - Traffic Circle/Roundabout (F3) Weather Condition (F4) Light Condition 1 - Clear 1 - Daylight (F6) Road Surface Condition (F5) Road Grade 1 - Level 1 - Dry (F7) Traffic Control Device Traffic Control Device Operational (pre-crash)? ✓ Yes No Unk 6 - Yield Sign (F8) Location of First Harmful Event Total Damage over Threshold? 1 - On Roadway 🖌 Yes No (F9) Contributing Circumstances - Environment 1 (F9) Contributing Circumstances - Environment 2 1 - None (F10) Contributing Circumstances - Road 1 (F10) Contributing Circumstances -Road 2 1 - None In or Near a Construction, Maintenance, or Utility Work Zone? Work Zone Workers Present? Yes **∠**No Unk Yes No Unk (F11) Location of the Crash related to Work Zone (F12) Type of Work Zone Law Enforcement Present at Work Zone? School Bus Related? Officer Present Law Enforcement Vehicle Only ٦No Yes, Directly Involved Yes, Indirectly Involved ✓ No JARRATIVE CRASH DIAGRAM 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. 0 Gray Road Route 202 Mosher Road Route 237 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

STATE OF MAINE CRASH REPORT

Maine Department of Public Safety

2012-34161

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1	L		Hit	Run	?	JF	1 SG	6367	75H2	3159	4		*	icens	se Pla	e	State ME	2 - (Sport	pe) Utilii	y Veł	icle				
No	o In	sura	nce	N	AIC			In *	surar	nce Co	mpar	iy Nar	ne						Insura *	nce Po	licy Nu	umber				
(U2) \	Veł		Mał	ke											Ve	hicle `	′ear	(U	3) Veh	icle Co	olor					
(U4)V	/eh	icle (Con	figur	ation	1									G	VWR	r GCV	VR		40.004]. (h.e.)		0 lb e
Vehic	cle	Has	9 or	Мо	e Se	ats	?		HA	ZMA	Plac	arded	?		V	< 10 ehicle [·]	ravel	os. Directi	on	10,001	- 26,0 thbour	nd		_> thar Southb	1 26,00 ound	U IDS.
(115) 9	Sni		Fun	ctio		Yes	✓	No			[Ye	s 🗸	No		Eas	tbound		Westb	ound	Scone	Not on	Roadv	/ay	Unk	nowr
(05) 3 1 - N	lo s	Spec	ial	Fur	ctio	n						Ex	empt	Vehi	cle L	nergei	icy ve		espon	ung to	Scene	; ;	Y	es	🖌 No	
Exten	nt o	f Dai	mag	le		lo D	amag	ge Ob	serv	ed	\checkmark	Minor	Dam	nage			Functio	onal Da	amage		T	owed D	Due to I	Disablin	ng Dam	lage
(U6) N	Mo: Er/	st Da	ma	ged	Area										(L	7) Mo:	st Harn	nful Ev	ent in Tra	neno	rt -					
(U8) F	Pre	Cra	sh A	Actio	ns										(L	9) Cor	tributi	ng Circ	umsta	nces -	Vehicl	9				
1 - Fe (U10)	ioll) Se	iwo aue	ng r nce	oad of E	way	s 1									1	- Non	e auenc	e of Ev	/ents 2							
21 -	Mc	otor	Veł	nicle	In	Tra	ispo	rt							(-	40) 0	-1	(
(010)) 50	eque	nce	OT E	vent	S 3									(L	10) Se	quenc	e of EV	/ents 4							
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DRIVI	/ER	Las	t Na	me					Firs	t Nam	Э			l	MI D	RIVER	Addre	ess	1		С	ity		Sta	ate 2	Zip
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OWN	IER	Las	t Na	me	(skip	if sa	ime a	is Dri	ver)	First N	ame		MI		0	WNER	Addre	SS			Cit	V		Sta	te Z	ίp
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(D1) L 1 - N	Driv lot	Dist	istra trac	acte ted	d By										(L 4	2) Cor - Ill (Sick)	at lim	e of Cr	ash						
(D3) [3 - E	Driv ail	ver A ed to	ctio	ns a ield	t Tim Rial	ne of	Cras	h 1							([3) Driv	er Act	ions at	Time	of Cras	h 2					
Alcoh	nol [°]	Test				est N	lot G	iven	Che	Test I	Refus	ed		Bloc	od	Alcoh	ol Tes	t Resu	t Pend	ing	Alcoh	IOI BAC	C Resu	lt		
Drug	Te	st				est N	lot G	iven		Test I	Refus	ed		Bloc	od D	rug Te	st Res	ult		ositive		Negati	ive	Pen	dina	
(D4) N	Nor	n Mo	toris	L Lo st Lo	Jrine catio	n at	Time	Other of C	rash						(D	5) Nor	Moto	rist Act	ion Pri	or to C	rash	- 0			5	
	Nor	n Mo	toris	t Δc	tion	at Ti	me o	f Cras	sh 1						(Г	6) Nor	Moto	rist Act	ion at "	Time o	f Crasl	n 2				
		11010														0) 1101		1017101	ion at			12				
(D7) F	Peo	destr	ian	Man	euve	rs									([8) Bic	clist N	laneuv	ers							
OFAT	PE	RSO	NT	YPE	1-Driv	/er, 2	-Pass	enger	, 3-Pe	destria	n, 6-D		wner,	7-Bic	ycle, 8	-Passei	iger/Ov	vner, 24	-Last Ki		perator	25-Last	t Known	Operato		er ==
1-From 2-Seco	nt R	ow Row	1-L(2-M	eft (dr liddle	iver)	1	-Sleep -Other	er Sect Enclos	tion of sed Ca	Cab (tru rgo Area	ck)1-No 2-No	t Applic t Deplo	able yed	1	-Not Ap	plicable Jsed - M	otor Vehi	cle Occu	1-Ai pant 2-Bl	nputatior eeding	1	1-Face 2-Head		1-Fatal 2-Incap	acitating	
3-Thire 4-Four 5-Othe	rd Ro urth I ber R	ow Row ow	3-R 4-0 5-U	ight ther nknov	vn	34	- Uner -Trailir -Riding	closed ig Unit a on Mo	Cargo	Area hicle Ex	3-De 4-De t 5-De	ployed ployed ployed	- Front - Side - Other	3 4 5	-Should -Should -Lap Be	er and L er Belt C It Only L	ap Belt U nly Used sed	lsed 1	з-ы 4-Ві 5-Сі	urns oncussio	nes	3-Neck 4-Back 5-Arm(s))	4-Poss 5-No In	ncapacita ible Injury ijury	iting /
6-Unki	know	/n				(non-tra - Unkn	iling ur own	nit)		(kne 6-De	e, air be ployed	lt,) -	6 7	-Restra	nt Used testraint	Other	d Facing	6-SI 7-D	nock zziness		6-Leg(s) 7-Chest	Stomach	NJUR	Y INFO S	OURC
EJEC 1-Not	TED E Eje) cted	11.	HE 1-	ELMET	USE Ompli	ant Mo	torcycl	e Helm	et	Com 7-De	binatior ployme	nt - Cu	8 rtain g	-Child F -Child F	lestraint lestraint	Rear Fa	acing hcorrectly	8-AI 9-C	orasion/E omplaint	ruises of Pain	8-Interna 9-Entire	al Body r	1-Office 2-Indivi	er Observidual Stat	ation ement
2-Ejec 3-Ejec	cted	Totall	y y	2- 3-	Other I No Hel	Helme met	t							1	1-Child	Restrair	t - Other		10-0	Juliei			I	Observ	ration	medica
Person	n Ind	clude [Drive	r, Pas	senge	rs, Bio	yclist,	and Pe	destria	ins	S	ex	DOF	3	Seat	Seat	Seat	Air Bag		_ Restrai	nt Helme	et Injury	AME / Injury	Injury	- see coo Inj Info	Amb
Туре	La	st Nar	ne, F	First N	lame,	Mi					(M,I	·,U)		-	Row	Pos	Other	Deploye	d	Syster	n Use	Degre	e Type	Area	Source	Cod
6	*											• 03	3/20	/80	1	1		2	1	3		5	_	_	2	1
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Page 53 of 59 on 12/20/2013, 8:43 AM

											UNIT	PAG
2 Hit Run?	3C3EY45X25T556420	Licei *	nse Plate	e	ME 2	21) Un 2 - (Sp	ort) Utili	y Vehio	cle			
No Insurance NAIC	Insurance Compa *	iny Name				lns *	surance Po	licy Nun	nber			
(U2) Vehicle Make	I		Ve	hicle Ye	ear	(U3)	Vehicle Co	olor				
12 - CHRYSLER (U4)Vehicle Configuration			20	005 /WR or	GCWR	4 - E	Blue					
(c ·) · · · · · · · · · · · · · · · · · ·				< 10,	000 lbs.		10,001	- 26,00	0 lbs.	> t	han 26	,000 lbs
Vehicle Has 9 or More Seats	s ? HAZMAT Pla es ✔No	carded ?	b Ve	Eastb	ravel Dir cound	ection	Nor estbound	thbound	ot on R	[∕]Sou .oadway	thboun	d Jnknow
(U5) Special Function Vehicl	le	Exempt Vel	nicle En	nergeno	cy Vehic	le Res	ponding to	Scene	?			
Extent of Damage	Damage Observed			Ē	unctions	al Dam	200		ved Du	e to Disa	bling D	amade
(U6) Most Damaged Area			, [(U]	7) Most	Harmfu	ll Even	t			0 10 0130		amage
3 - Center Passenger Sid	le		13	B - Mot	or Veh	icle in	Transpo	rt				
(U8) Pre Crash Actions 1 - Following roadway			(U) 1 ·	9) Cont - None	ributing	Circun	nstances -	Vehicle				
(U10) Sequence of Events 1			(U	10) Sec	quence c	of Ever	nts 2					
(U10) Sequence of Events 3	ansport		(U [.]	10) Sec	quence o	of Ever	nts 4					
				1.1						doroom	nto D	ootriotio
Last Known Operat	tor	mber 🔽 Activ			se Pe uspende	ed M	IE C	ense Cia	ass er	laorseme		estrictio
DRIVER Last Name *	First Name		MI DF	RIVER / MF*	Address			City	/		State	Zip
Citation Number Pending			Vic	plation 1	1			Viola	ation 2			
OWNER Last Name (skip if s	same as Driver) First Name	MI	OV	VNER A	Address			Citv			State	Zip
*			*	ME*		angen 2						
(D1) Driver Distracted By 1 - Not Distracted			(D) 1 ·	2) Conc - Appa	dition at rently	Time c Norma	al Crash					
(D3) Driver Actions at Time of	of Crash 1		(D;	3) Drive	er Action	is at Ti	me of Cras	h 2				
Alcohol Test	Not Given Test Refu	sed Blo	bod 🕅	Alcoho	l Tost R	osult F	Pendina	Alcoho	I BAC I	Result		
Breath Urine	Other Chemical Test	(Not Field Sobriety o										
	Other			ug rest	i i i couit		Positive	N	egative		Pending	9
(D4) Non Motorist Location a	at Time of Crash		(D	5) Non	Motorist	Actior	n Prior to C	rash				
(D6) Non Motorist Action at	Time of Crash 1		(D	6) Non	Motorist	Actior	n at Time o	f Crash 2	2			
(D7) Pedestrian Maneuvers			(D8	8) Bicyc	clist Mar	neuvers	S					
	2 Passangar 2 Padastrian 6	Triver/Owner 7 P		Passono		r 24 c	oct Known O	porator 2	5 Loct K		orator/O	whor
SEAT ROW SEAT POSITION	SEAT POSITION OTHER A F	BAG DEPLOYED	RESTRA	NT SYST	EM	1, 24 20	INJURY TYF		IJURY AF	REA N	JURY DE	GREE
1-Front Row 1-Left (driver) 2-Second Row 2-Middle	2-Other Enclosed Cargo Area 3-	lot Applicable lot Deployed leployed - Front	1-Not App 2-None U	sed - Mot	or Vehicle	Occupar	1-Amputation 1t 2-Bleeding 3-Broken Bo	1 1- 2- nes 3-	Head Neck	2-l 3-l	-atai ncapacita NonIncan	ating acitating
4-Fourth Row 4-Other 5-Other Row 5-Unknown	4-Trailing Unit 4-D 5-Riding on Motor Vehicle Ext 5-D	eployed - Side eployed - Other	4-Shoulde 5-Lap Bel	er Belt On t Only Use	ly Used ed		4-Burns 5-Concussio	4- n 5-	Back Arm(s)	4-F 5-1	Possible I No Injury	njury
6-Unknown	(non-trailing unit) (kn 6- Unknown 6-L	ee, air belt,) eployed -	6-Restrain 7-Child Re	nt Used - (estraint - I	Other Forward Fa	acing	6-Shock 7-Dizziness	6- 7-	Leg(s) Chest Sto	omach N		O SOUR
EJECTED HELMET US 1-Not Ejected 1-DOT-Comp 2 Ejected Particilly	SE Col pliant Motorcycle Helmet 7-D	ribination eployment - Curtain	8-Child Ro 9-Child Ro	estraint - I estraint - I	Rear Facin Used Incor	g rectly	9-Complaint	of Pain 9-	Entire Bo	1-0 idy 2-1	ndividual	Statemen
3-Ejected Totally 3-No Helmet	net t		11-Child	Restraint	- Other		10-Other		-Other	Ot	servatior	l
Person Include Driver, Passengers, E	Bicyclist, and Pedestrians	Sex	Seat	Seat	Seat Ai	ir Bag	Restrai	nt Helmet	Iniury	AMB COI	DES - see iurv Ini	code she
Type Last Name, First Name, Mi	(M	,F,U) DOB	Pos Row	Pos	Pos De Other	ployed E	sjected Syster	n Use	Degree	Type A	rea Sou	urce Co
1 *		M 10/21/6	9 1	1		2	1 3		5		:	2 1
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			_									

ME0030400	Report Number	er AC	Cras	sh Date	Crash Time	At Scene D	ate A	t Scene Time
City or Town	Stree	AC et or Highway	9/2	5/2012	Nearest Inte	rsecting Street	12 1	
Gorham	588	GRAY RD	tanco Erom	Noarost Intor	MOSHER R	D	Longitudo	
At Intersection North	South East	West		Feet Miles	- Latitude		Longitude	
Node 1 Node	e 2	Measuremen	t Node	Distance to Se	cene Posted Sp	eed Limit	nknown	Not Posted
E5/14 U				(F2) Type of I	ths Miles I	P5r Hour	/A	Not Posted
7 - Went Off Road				6 - Drivewa	ys			
(F3) Weather Condition				(F4) Light Co	ndition			
(F5) Road Grade				(F6) Road Su	rface Condition			
2 - On Grade				1 - Dry				
(F7) Traffic Control Device 13 - None				Traffic Contro	I Device Operat	ional (pre-crash)?	No	Unk
(F8) Location of First Harmful E	Event			Total Damage	e over Threshold	1?		
1 - On Roadway						✓ Yes	No)
(F9) Contributing Circumstance	es - Environment 1			(F9) Contribu	ing Circumstand	ces - Environment	:2	
(F10) Contributing Circumstand	ces - Road 1			(F10) Contrib	uting Circumstar	nces -Road 2		
L - None	ntenance or Utility M	ork Zone?		Work Zone M	orkers Present)		
		No No	Unk			Yes	No	Unk
(F11) Location of the Crash rel	ated to Work Zone			(F12) Type of	Work Zone			
aw Enforcement Present at W	Vork Zone?			School Bus R	elated?			
Officer Present	Law Enforcement	Vehicle Only	No	Yes, Dire	ctly Involved	Yes, Indirectly	Involved	✓ No
on Gray Road against a str /ideo.	reet sign. Incident	was captui	e to rest red on			traffic islar	nd street	
on Gray Road against a sti video.	reet sign. Incident	was captui	e to rest red on		Grav	traffic islar Road	nd street sign	
on Gray Road against a sti video.	reet sign. Incident	was captui	e to rest red on		Gray	traffic islar Road	nd street sign	
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on Gray Road against a sti video.	reet sign. Incident	was captui	e to rest red on	VI	Gray V1	traffic islar Road Gas	td street sign	
on Gray Road against a sti video.	reet sign. Incident	was captui	e to rest red on	VI	Gray V1	traffic islar Road Gas Pumps	nd street sign	<u> </u>
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on Gray Road against a sti video.	reet sign. Incident	was captui	e to rest red on	V1	Gray V1 Mini M	traffic islar Road Gas Pumps Nart Building	v1	A
on Gray Road against a sti video.	reet sign. Incident	was captu	e to rest red on	V1 V1	Gray V1 Mini M	traffic islar Road Gas Pumps tart Building	v1	Æ
on Gray Road against a sti video.	reet sign. Incident	was captu	e to rest red on	V1 V1	Gray V1 Mini M	traffic islar Road Gas Pumps Nart Building	v1	
Witness Last Name	First	was captu	e to rest red on	V1 V1 Address	Gray V1 Mini M	traffic islar Road Gas Pumps fant Building	v1	e Zij
Witness Last Name	First	was captu	e to rest red on	V1 V1 Address	Gray V1 Mini M	traffic islar Road Gas Pumps Nart Building City	v1	te Zip
Witness Last Name Witness Last Name	First Description	was captu	MI MI	V1 V1 Address Address	Gray V1 Mini M	traffic islar Road Gas Pumps Nart Building City City	V1	ie Ziņ ie Ziņ
Witness Last Name Witness Last Name	First Description	was captui	e to rest red on	V1 V1 Address Address	Gray V1 Mini M	traffic islar Road Sas Pumps Nart Building City City city city or Tow	V1	ie Zip lities Privi
Witness Last Name Witness Last Name Non Vehicle Property Damage	First Description		e to rest red on	V1 V1 Address Address	Gray V1 Mini M	traffic islar Road Gas Pumps fant Building City City city city or Tou	V1	te Zip lities Prive te Zip
Witness Last Name Witness Last Name Non Vehicle Property Damage Property Owner Name Non Vehicle Property Damage	First Description		e to rest red on	V1 V1 Address Address	Gray V1 Mini M	traffic islar Road Gas Pumps Nart Building City City city city city or Tow City or Tow	td street sign V1 V1 Stat Wn Uti Stat	ie Zip lities Privi lities Privi
Witness Last Name Witness Last Name Non Vehicle Property Damage Property Owner Name Non Vehicle Property Damage	First Description		e to rest red on	V1 Address Address Address	Gray V1 Mini M	traffic islar Road V1 Gas Pumps Nart Building City City city city city or Tow City or Tow City city	v1 V1 V1 V1 V1 V1 V1 V1 V1 V1 V1 V1 V1 V1	re Zip lities Priva lities Priva re Zip lities Priva

Maine Department of Public Safety

Page 1

12G	OR-302-AC		STAT	ΈO	F MAII	NE	CR/	ASH	IRE	EPOF	RT				UN	IIT P	٩G
Unit	ID Hit Run?	VIN 1N6AI	09WX7C44552	в	Licens *	e Plat	ie	State ME	(U1) 5 - P	Unit Typ Pickup	e						
N	lo Insurance NA	IC	Insurance Com	pany Na	ime		:			Insurance *	e Poli	cy Num	nber				
(U2)	Vehicle Make		T			Ve	ehicle Y	'ear	(U	I3) Vehic	le Col	or					
50 -	Vehicle Configura	tion				20 G'	007 VWR o	r GCW	8 R	- Grey,	Silve	r					
(0-1)						[< 10	,000 lb	s.	1	0,001	- 26,000	0 lbs.		> than	26,000) Ibs.
Vehi	cle Has 9 or More	e Seats ?	HAZMAT F	lacarde	d? es <mark>√</mark> No	Ve	ehicle T ✔East	ravel E tbound	Directi	on Westbo	North und	nbound	ot on R	Soadwa	outhbo ay	und Unki	nowr
(U5)	Special Function	Vehicle		E>	kempt Vehic	le Er	nergen	icy Veh	nicle R	lespondi	ng to S	Scene ?	?				
Exte	nt of Damage		e Observed	.Z Mino	r Damage			Functio	nal Da	amaga			ued Du		s sablin		ane
(U6)	Most Damaged A				Damage	(1)		t Harm	iful Ev	rent			veu Du		Sability	y Dama	iye
1 - I	Front Passenge	r Corner				13	3 - Mo	tor Ve	hicle	in Tran	sport	:					
(U8) 30 -	Pre Crash Action Other Vehicle	s Action				(U 1	9) Con - Non	tributin e	g Circ	cumstanc	es - V	ehicle					
(U10)) Sequence of Ev	ents 1				(U	10) Se	quence	e of E\	vents 2							
41 - (U10)) Sequence of Ev	ents 3				(U	10) Se	quence	e of E\	vents 4							
`	Driver Discole						- 1.1	·		01-1-	Ling			daraa	monto	Deatri	otion
	Last Known	Derator	rian License r	lumper	Active			se 🔄 F Suspen	ded	State ME	B	ise Cia		laorsei	ments	A	CLIOF
DRI\ *	/ER Last Name L	ast Name	First Name		Ν	/I DI *	RIVER ME*	Addres	ss Ado	dress		City	/		Sta	te Z	ip
Cita	tion Number Pe	ending				Vi	olation	1				Viola	ation 2				
0WI	NER Last Name (s	skip if same a	s Driver) First Nan	ne	MI	0\	WNER	Addres	SS			Citv			Stat	e Zi	p
	Notice and the stand	- 	,					1101	·	(. 1.	, 					
(D1)	Driver Distracted	ВУ				(D	(2) Con	dition a	at I Im	e of Cras	sn						
(D3)	Driver Actions at	Time of Cras	h 1			(D	3) Driv	er Actio	ons at	Time of	Crash	2					
Alco	hol Test	Z Test Not G	ven Test Re	used	Bloo	d 🗖	Alcoho	ol Test	Resu	lt Pendin	a	Alcohol	I BAC I	Result			
Druc	Breath UI	ine (Test Not G	Other Chemical Te	st (Not Fie used	Id Sobriety or P	вт) d Dr	rug Tes	st Resu	lt		.,.						
		ine	Other			-		Matari			itive		egative	e [Pend	ling	
(D4)	Non Motorist Loc	ation at Time	of Crash			(D	5) Non	IVIOTOri	IST ACT	ion Prior	to Cra	asn					
(D6)	Non Motorist Acti	on at Time of	Crash 1			(D	6) Non	Motori	ist Act	ion at Ti	me of	Crash 2	2				
(D7)	Pedestrian Mane	uvers				(D	8) Bicy	clist Ma	aneuv	vers							
	PERSON TYPE 1	-Driver, 2-Pass	enger, 3-Pedestrian,	6-Driver/0	Owner, 7-Bicy	/cle, 8-	-Passen	ger/Owr	ner, 24	-Last Kno	wn Op	erator 25	5-Last K	(nown C	Operato	r/Owner	
SEA	T ROW SEAT POS	SITION SEAT P	OSITION OTHER	RBAG DE	EPLOYED R cable 1.	ESTRA	NT SYS	ТЕМ		INJUR 1-Amr	Y TYPE	N. 1-1	JURY AF Face	REA	NJURY 1-Fatal	DEGRE	E
2-Se 3-Th	cond Row 2-Middle ird Row 3-Right	2-Other 3- Unen	Enclosed Cargo Area	-Not Deplo -Deployed	oyed 2. I - Front 3.	None L Should	Jsed - Mo er and La	otor Vehic ap Belt Us	le Occu sed	pant 2-Blee 3-Brok	eding ken Bone	2-l es 3-l	Head Neck		2-Incapa 3-NonIn	acitating capacitat	ing
4-⊦o 5-Ot	urth Row 4-Other her Row 5-Unknown	4-Trailin 5-Riding	g Unit on Motor Vehicle Ext	-Deployed -Deployed knee air b	I-Other 5- elt) 6	Should Lap Be	er Belt Or It Only Us	nly Used sed		5-Con 6-Sho	cussion ck	4-t 5-/ 6-l	Back Arm(s) Leg(s)		4-Possic 5-No Inj	ury	
EJE	CTED LIEI	6- Unkn	own	Deployed	l- 7. n 8.	Child R Child R	Restraint - Restraint -	Forward Rear Fac	Facing	7-Dizz 8-Abra	iness asion/Bri	7-0 Jises 8-1	Chest St Internal	omach	NJURY 1-Office	INFO SO	OURCI ation
1-No 2-Ej€	ot Ejected 1-De ected Partially 2-Op	OT-Compliant Mo	torcycle Helmet	-Deployme	ent - Curtain 9.	Child R)-Boost	Restraint - er Seat	Used Inc	correctly	, 9-Com 10-Oth	nplaint o ner	f Pain 9-I 10	Entire Bo)-Other	ody	2-Individ 3-Medic	lual State al, Paran	ment nedica
3-Ej€	ected Totally 3-No	Helmet			11	-Child	Restrain	t - Other						AMB C		ation	shoo
Perso	n Include Driver, Pass	engers, Bicyclist,	and Pedestrians	Sex	DOB	Seat Pos	Seat	Seat Pos	Air Bag	, Ejected	Restraint	Helmet	Injury	Injury	Injury	Inj Info	Amb
туре	Last Name, First Na	me, Mi		(IVI,F,U)		Row	POS	Other	Серібуе	iu · · · ·	oystem	Use	Degree	i ypė	Area	Source	Code
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L		Public Sofo											12.20		i a a d		

Page 56 of 59 on 12/20/2013, 8:43 AM

Report Number Crash Date At Scene Date At Scene Time Crash Time ME0030400 11:04 12GOR-415-AC 12/9/2012 10:55 12/9/2012 City or Town Street or Highway Nearest Intersecting Street Off Road Gorham 202 (688 GRAY RD) 237 (MOSHER RD) Direction FROM Nearest Intersection to Crash Site Distance From Nearest Inter. l atitude Longitude ✓ At Intersection North South East West Feet Miles Distance to Scene Posted Speed Limit Node 1 Node 2 Measurement Node Unknown Not Posted 25 15714 0 N/A Not Posted 45 M**O**es Tenths Miles 25r Hou (F1) Type of Crash (F2) Type of Location 4 - Intersection Movement 21 - Traffic Circle/Roundabout (F4) Light Condition (F3) Weather Condition 1 - Clear 1 - Daylight (F5) Road Grade (F6) Road Surface Condition 1 - Level 1 - Dry (F7) Traffic Control Device Traffic Control Device Operational (pre-crash)? ✓ Yes No Unk 6 - Yield Sign (F8) Location of First Harmful Event Total Damage over Threshold? 1 - On Roadway 🖌 Yes No (F9) Contributing Circumstances - Environment 1 (F9) Contributing Circumstances - Environment 2 1 - None (F10) Contributing Circumstances - Road 1 (F10) Contributing Circumstances -Road 2 1 - None In or Near a Construction, Maintenance, or Utility Work Zone? Work Zone Workers Present? **∠**No Unk Yes No Unk Yes (F11) Location of the Crash related to Work Zone (F12) Type of Work Zone Law Enforcement Present at Work Zone? School Bus Related? Law Enforcement Vehicle Only Officer Present No Yes, Directly Involved Yes, Indirectly Involved ✓ No CRASH DIAGRAM 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. Gray I Mosher Road Route 237 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 Report Date Approved Date

Maine Department of Public Safety Page 1

12/9/2012

Badge#

G104

Approved By

MPN

Form 13:20A Revised January 2010

12/10/2012

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BRENT M FRANK

2012-50333 Reporting Agency

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STATE OF MAINE CR	ASH REPORT
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FIRST PAGE

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U	nit ID 1		Hit F	Run?	\	/IN 2 A4G i	244R	77R1	19147	0		Licer *	ise Pla	ate		State ME	(U1) l 3 - P	Jnit Ty asser	vpe I ger V a	an					
_	No I	Insura	nce	NAI	0		Ins	suran	ce Cor	npany	/ Name	9						Insura	nce Po	licy Nu	umber				
(L	 J2) Ve	ehicle	Mak	e			^						\	/ehi	cle Y	ear	(U	↑ 3) Veł	nicle Co	olor					
1	2 - C	HRYS	LER	2									2	200	7		5	Gree	en						
(L	J4)Ve	nicie	Jonfi	gurati	on										< 10	,000 lb	/R)S.		10,001	- 26,0	000 lbs	i. 🗌	> thar	n 26,00	0 lbs.
V	ehicle	e Has	9 or I	More	Seats	; ? 。	No	HA	ZMAT	Placa	rded ?)	/ehi	cle T	ravel l	Directio)n Woetł	Nor	thbour	nd Not on	Poodu	Southbo	ound	DOW
(L	J5) Sp	pecial	Fund	ction \	/ehicl	e]Exen	npt Veh	, nicle ^E	Eme	rgen	cy Veł	nicle R	espon	ding to	Scene	e ?		vay [
1	- No	Spec	ial F	Funct	ion																	Y	'es	✓ No	
<u> </u>	XIEIII		naye		No	Dama	je Ob	serve	d	✓ N	/linor D	amage			F	unctio	nal Da	mage		T	owed [Due to I	Disablin	g Dam	age
(L 1	J6) Mo	ost Da	imag	jed Ar	ea Corr	or							(U7)	Mos	t Harm	nful Ev	ent in Tr:	aneno	rt					
(L	J8) Pr	e Cra	sh A	ctions	COIL								(U9)	Con	tributir	ng Circ	umsta	nces -	Vehicl	е				
1	0 - S	lowin	ig in	traff									1	L - I	None	3	o of Ev	onto C	1						
(L 2	1 - M	lotor	Veh	icle I	n Tra	anspo	rt						(UIC) Se	quence		ents z							
(L	J10) S	Seque	nce d	of Eve	ents 3								(U10)) See	quence	e of Ev	ents 4							
	🗸 Dr	river	Bic	ycle [Pedes	trian	Li	cense	Num	oer 🖌	Activ	e 🗌 🕅	No L	i <u>ce</u> ns	se 🗌 F	Permit	State	Lice	ense C	Class	Endors	ements	Restr	ictior
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(E २	03) Dr	river A	ction	ns at T	ime o	of Cras	sh 1 av						(D3)	Drive	er Acti	ons at	Time	of Cras	sh 2					
A		l Test eath	<u>ار د</u>]Test	Not G	iven Other	Cher	Test R	efuse	d at Field S	Blc		A	lcoho	ol Test	Resul	t Penc	ling	Alcoh	nol BA	C Resu	lt		
D	rug To	est]Test	Not G	iven		Test R	efuse	d	Blo	od [Drug	g Tes	t Resu	ılt	P	ositive		Negat	ive	Pen	ding	
([04) No	on Mo	torist	t Loca	tion a	it Time	of Cr	rash					(D5)	Non	Motor	ist Act	ion Pri	or to C	rash					
(E	06) No	on Mo	torist	t Actio	n at T	Time o	f Cras	sh 1					(D6)	Non	Motor	ist Act	on at	Time o	f Cras	h 2				
(Г)7) Pe	edestr	ian N	/laneu	vers								(D8)	Bicv	clist M	aneuv	ers							
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1	1-Front I 2-Secon	Row nd Row	1-Let 2-Mi	ft (drive ddle	r)	1-Sleep 2-Other	er Secti Enclos	ion of C ed Car	≎ab (trucl go Area	k)1-Not 2-Not	Applicabl	le d	1-Not A 2-None	pplic Use	able d - Mo	tor Vehic	cle Occuj	1-A cant 2-B	mputation leeding	r	1-Face 2-Head		1-Fatal 2-Incap	acitating	
3	3-Third I 4-Fourth	Row n Row	3-Rig 4-Otl	ght her		3- Uner 4-Trailir	closed	Cargo	Area	3-Dep 4-Dep	loyed - Fi loyed - S	ront ide	3-Shou 4-Shou	lder a Ider I	and La Belt Or	p Belt U	sed	3-B 4-B	roken Bo urns	nes	3-Neck 4-Back	、	3-Nonli 4-Possi	ible Injury	ting ′
5 6	5-Other 5-Unkna	Row own	5-Un	iknown		5-Riding (non-tra) on Mo iling un	itor Ver it)	iicle Ext	5-Dep (knee,	air belt,.)	5-Lap E 6-Restr	aint l	only Us Jsed -	other		5-C 6-S	hock	n	5-Arm(s 6-Leg(s	;)) 	5-INO IN		
E		ED		HELN	IET US	6- Unkr Е	.own			Combi Z-Dop	ination	Curtain	8-Child	Rest	traint -	Rear Fa	icing	8-A	brasion/E	Bruises	8-Intern	al	1-Office	er Observ	ration
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Page 58 of 59 on 12/20/2013, 8:43 AM

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1 - Follow	ing roadway	1				1	- None	e	0								
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Citation Nu	mber Pendi	ng				Vie	olation	1				Viol	ation 2				
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1 - No Co	ntributing A	tion		!		4						Alaah		Popult			
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PERS	ON TYPE 1-Driv	ver, 2-Passenger,	3-Pedestrian, 6-	Driver/Ow	ner, 7-Bic	/cle, 8-	Passen	ger/Ow	ner, 24-	Last Kn	own Op	erator 2	25-Last I	Known (Operato	r/Owner	
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Page 59 of 59 on 12/20/2013, 8:43 AM

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

				OVERNME	SIO NT SOLL	N jtions
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	Assessment	\$26,711,300	PID	108
	RD			Building	1
Mblu	3/5///			Count	
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 <mark>,</mark> 500	\$26,711,300



Co-Owner

Address 17 MALLISON FALLS ROAD WINDHAM, ME 04062
 Sale Price
 \$0

 Book & Page
 5

 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	
В	uilding A	ttributes
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:	
АС Туре:	
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		Land Line Valu	ation
Use Code	901V	Size (Acres)	108.40
Description	STATE OF MAINE	Frontage	
Zone	I	Depth	
Neighborhood	001	Assessed Value	\$603,500
Alt Land Appr	No		
Category			

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

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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.

Level of Service	Delay per Vehicle (sec)
А	0.0 to 10.0
В	10.1 to 15.0
С	15.0 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

Table 4 -LOS Criteria for Unsignalized Intersections

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

	Lane	2013 Pi	e-Develo	pment C	ondition	2033 Pre-Development Condition				2033 P	ost-Develo	pment (Condition
Approach	Group	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
	_		Inter	section	of Malliso	on Street	and Mo	sher Ro	ad		-		
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	А	0	0.00	9.4	А	0	0.00	9.4	А	0
SB Mosher Road	L	0.21	8.2	А	1	0.23	8.3	А	1	0.24	8.4	А	1
Intersection of Mallison Falls Road and MCC/High Street													
EB Mallison Falls Road	L	0.01	7.4	А	0	0.01	7.4	А	0	0.01	7.4	А	0
WB Mallison Falls Road	L	0.04	7.9	А	0	0.05	8.0	А	0	0.08	8.2	А	0
NB MCC Driveway	LTR	0.03	11.4	В	0	0.04	11.6	В	0	0.22	19.0	С	1
SB High Street	LTR	0.10	12.9	В	0	0.16	13.7	В	1	0.19	15.5	С	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	В	1	0.17	11.3	В	1	0.23	11.8	В	1
		In	tersectio	n of Mo	osher Roa	d, Gray	Road, an	nd Newo	ell Street				
NB Gray Road	LT	0.71	37.4	Е	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	А	1	0.27	8.0	А	1	0.28	8.1	А	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

	Lane	2013 Pi	re-Develop	pment C	ondition	2033 Pre-Development Condition				2033 Po	ost-Develo	pment (Condition
Approacn Group	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	С	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	А	0	0.00	7.7	А	0	0.00	7.7	А	0
SB Mosher Road	L	0.07	9.6	А	0	0.08	10.0	В	0	0.09	10.0	В	0
		I	ntersecti	on of M	allison Fa	alls Road	and MC	CC/Higl	n Street				
EB Mallison Falls Road	L	0.02	8.0	А	0	0.02	8.0	А	0	0.02	8.0	А	0
WB Mallison Falls Road	L	0.01	7.4	А	0	0.01	7.4	А	0	0.02	7.4	А	0
NB MCC Driveway	LTR	0.15	11.5	В	0	0.17	12.1	В	1	0.27	16.6	С	1
SB High Street	LTR	0.04	11.0	В	0	0.04	11.4	В	0	0.04	11.3	В	0
	Intersection of Mallison Falls Road and River Road												
EB Mallison Falls Road	LR	0.29	18.8	С	1	0.42	26.1	D	2	0.54	32.2	D	3
NB River Road	L	0.27	9.1	А	1	0.31	9.5	А	1	0.31	9.4	А	1
		In	tersectio	n of Mo	osher Roa	d, Gray	Road, an	nd Newo	ell Street				
NB Gray Road	LT	0.68	16.8	С	5	0.78	23.0	С	8	0.78	23.0	С	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	В	2	0.52	13.6	В	3	0.52	13.6	В	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.

Peak Hour	Approach	Pre-Development	Post-Development
		LOS (Delay)	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)

Table 7 – Notable Levels of Service and Changes (2033)

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, 2014² 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	Advancing Volume (vph)									
Volume (vph)	5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns						
1	4	0 mph (60 km/h) operati	ng 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						
	5	0 mph (80 km/h) operatio	ng 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						
	6	0 mph (100 km/h) operati	ng 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

TWO-WAY STOP CONTROL SUMMARY_____

Analyst: Agency/Co.: Date Performed: Analysis Time Period: Intersection: Jurisdiction: Units: U. S. Customary Analysis Year: Project ID: Windham (East/West Street: North/South Street: Intersection Orientat:	Lynn Fa: The Lou: 1/3/2013 7-8 AM Mosher of 7 2013 Correction Mallison Mosher D	ring is Be: 4 Gorh Gorh 5 Dnal 1 Dnal 1 Dnal 1 Road	ton rger Gro lison am Facility eet	oup ? Stu	ıdy	period	(hrs)	: 1.00	
	Vobiclo	Volu	mogand	Ndiust	mor	te			
Major Street: Approac	_venitore	Nor	thbound	Aujust	.mer	Sout	hboun	 d	
Movemer	nt 1	NOT	2	3	1	4	5	6	
	L		Т	R	Ì	L	Т	R	
			110	1 1		015	750		
Peak-Hour Factor PHF	0	95	118 0 84	11 0 67		ZIS 0 72	1 00	0 95	
Hourly Flow Rate, HFR	0	• 55	140	16		298	750	0.55	
Percent Heavy Vehicles	s 0					0			
Median Type/Storage	U	ndivi	ded		/				
RT Channelized?									
Lanes		0	1 0			0	1	0	
Configuration		LTI	R			LTF	{		
Upstream Signal?			No				No		
Minor Street: Approac	 ch	Wes	tbound			East	bound		
Movemer	nt 7		8	9		10	11	12	
	L		Т	R		L	Т	R	
	1		1 7			0	17		
Peak Hour Factor PHF	1.	67	1 / 0 60	0 72		0 95	1 / 0 75	1 0 25	
Hourly Flow Rate, HFR	1	• 0 / Э	28	44		0.55	22	4	
Percent Heavy Vehicles	s 0		0	0		0	0	0	
Percent Grade (%)			0				0		
Flared Approach: Exis	sts?/Sto:	rage		No	/			No	/
Lanes		0	1 0			0	1	0	
Configuration			LTR				LTR		
		- Len	ath. and	d Level	f	Servic			
Approach NF	B SR		Westł	bound	. 01	DCTVIC	East	bound	
Movement 1	4	1	7 8	3	9	10)	11	12
Lane Config LT	TR LTI	R	I	LTR		Ì		LTR	
v (vph) 0	20	2		 9 1				26	
C(m) (vph) 86	58 14	36	-	122				88	
v/c 0.	.00 0.1	21	-).75				0.30	
95% queue length 0.	.00 0.	78	6	5.27				1.21	
Control Delay 9.	.1 8.2	2	-	L09.0				62.8	
LOS	A A			F				F	
Approach Delay			-	L09.0				62.8	
Approach LOS				F				F	

Fax:

	TWO-WAY ST	OP CONTF	ROL (TWS	C) ANALY	YSIS		
Analyst: Agency/Co.: Date Performed: Analysis Time Period: Intersection: Jurisdiction: Units: U. S. Customary Analysis Year: Project ID: Windham C East/West Street: North/South Street: Intersection Orientati	Lynn Farri The Louis 1/3/2014 7-8 AM Mosher & M Town of Go 2013 Correctiona Mallison S Mosher Roa	ngton Berger G allison rham l Facili treet d	Group .ty	tudy pe	ciod (hi	cs): 1.	0 0
	Vehicle	Volumes	and Ad	justment	_s		
Major Street Movements	s 1	2	3	4	5	6	
	L	Т	R	L	Т	R	
		110	1 1	215	750	0	
Volume Dock Hour Factor DHE	0 95	110		ZIJ 0 72	1 00	0 95	
Peak-nour ractor, Phr	0.95	0.04 25	0.07	0.7Z 75	100	0.95	
Peak-15 Millute Volume	0	33	4 1 <i>C</i>	75	100 750	0	
Hourly Flow Rate, HFR	0	140	10	298	150	0	
Medicent Heavy vehicles	5 U			0			
Median Type/Storage	Undi	vided		/			
RI Channellzed?	0	1 (\ \	0	1 (2	
Lanes	0)	0		J	
Configuration	L	TR		L .	I'R		
Upstream Signal?		NO			NO		
Minor Street Movements	 s	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	
Peak-15 Minute Volume	5	7	11	0	6	1	
Hourly Flow Rate, HFR	19	28	44	0	22	4	
Percent Heavy Vehicles	s 0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach: Exis	sts?/Storag	е	No	/		No	/
Lanog	0	1 0)	\cap	1 (٦	
Lanes	0	ידם מידים	J	U	עדד ו עדד	J	
Movements	Pedestrian	Volumes 14	and A 15	djustmen 16	nts		
	± 0		± 0	± 0			
Flow (ped/hr)	0	0	0	0			

Lane Widt	h (ft)	12.0	12.0	12.0	12.0
Walking S	Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent B	Blockage	0	0	0	0

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	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	

Warkshaat	1 Critical	Can	and	Eallar un	Timo	Colquiation
NOTKBILEEC	- CIICICAI	Jap	ana	rorrow up	TTWE	Calculation

Critical	Gap Cal	culatio	on						
Movement	_	1	4	7	8	9	10	11	12
		L	L	L	Т	R	L	Т	R
t(c,base	e)	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-U	Jp Time Ca	alculat	ions						
Movement	-	1	4	7	8	9	10	11	12
		L	L	L	Т	R	L	Т	R
t(f,base t(f,HV) P(HV) t(f)	2)	2.20 0.90 0 2.2	2.20 0.90 0 2.2	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3

Worksheet 5-Effect of Upstream Signals

Computation	1-Queue	Clearance	Time	at	Upstream	Signal			
					Mov	vement 2	Mov	ement 5	
					V(t)	V(l,prot)	V(t)	V(l,prot)	

Total Saturation Flow Arrival Type Effective Green, g (s Cycle Length, C (sec) Rp (from Exhibit 16-1 Proportion vehicles a g(q1) g(q2) g(q)	Rate, ec) 1) rriving	s (vph)	en P					
Computation 2-Proport	ion of	TWSC Int	tersect: V	ion Time Moveme (t) V	e bloc ent 2 (l,prot	cked M t) V(t)	ovement V(l,	5 prot)
alpha beta Travel time, t(a) (se Smoothing Factor, F Proportion of conflic Max platooned flow, V Min platooned flow, V Duration of blocked p Proportion time block	c) ting fl (c,max) (c,min) eriod, ed, p	ow, f t(p)		0.0	0 0		0.000	
Computation 3-Platoon	Event	Periods	Re	sult				
p(2) p(5) p(dom) p(subo) Constrained or uncons	trained	?	0.0	000				
Proportion unblocked for minor movements, p(x)	(Singl Pro	1) e-stage cess	Sta	(2) Two-S [.] age I	tage Pr	(3) cocess Stage I	I	
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 s Px V c,u,x	750	156	1507	1494	148	1530	1502	750
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 Canadity	1 / 2 C		260	
rocencial Capacity Dedeatrian Impedance Feater	1 00 1 00		000	
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 Elous	1507		1520	
Conflicting Flows	1007		1550	
Potential Capacity	100		97	
Pedestrian Impedance Factor	1.00		1.00	
Maj. L, Min I 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 Ga	p Accept	ance	
Sten 3. TH from Minor St	Q	_ 1	1 1	
	0		ـلــلــــــــــــــــــــــــــــــــ	
Part 1 - First Stage				
Conflicting Flows				
Potential Capacity				
1 2				
Pedestrian Impedance Factor				
Pedestrian Impedance Factor Cap. Adj. factor due to Impeding mvmnt				
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 Imped Movement Capacity	ing mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Imped Movement Capacity	ing mvmnt	1 1 1 0 7	494 24 .00 .63		1502 123 1.00 0.63 77	
Result for 2 stage process: a y C t Probability of Queue free St.		7 0	8.64		77 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 Imped Movement Capacity	ing mvmnt					
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Imped Movement Capacity	ing mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Maj. L, Min T Impedance factor Maj. L, Min T Adj. Imp Factor Cap. Adj. factor due to Imped Movement Capacity	r ing mvmnt	1 1 0 0 0 5	507 00 .00 .45 .56 .56 6		1530 97 1.00 0.40 0.52 0.50 48	
Results for Two-stage process a Y C t	:	5	6		48	
Worksheet 8-Shared Lane Calcu	lations					
Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph) Movement Capacity (vph) Shared Lane Capacity (vph)	19 56	28 78 122	44 904	0 48	22 77 88	4 415

Movement	7	8	9	10	11	12
	L	Т	R	L	Т	R
C sep	56	78	904	48	77	415
Delay	19	28	44	U	22	4
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		122			88	
SUM C sep						
n						
C act						

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	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

TWO-WAY STOP CONTROL SUMMARY_____

Analyst: Agency/Co.: Date Performed: Analysis Time Period Intersection: Jurisdiction: Units: U. S. Customa Analysis Year: Project ID: Windham East/West Street: North/South Street: Intersection Orienta	Lynn The L 1/3/2 d: 7-8 A Malli Town ary 2013 m Correc Malli River ation: N	Farring ouis Be 014 M son & F of Wind tional son Fal Road S	gton erger Gr liver lham Facilit ls Road	oup Y St	udy	period	(hrs):	1.00	
	Vehic	le Volu	impe and	Adius	tmor	nte			
Major Street: Appr	venic	Nor	rthhound	Aujus	Cillei	Sout	hbound	۰۰۰۰۰۰	
Move	ment	1	2.	3	I	4	5	6	
110 1 01		L	T	R	i	L	T	R	
Volume		71	188				728	25	
Peak-Hour Factor, Pl	HF	0.66	0.90				0.85	0.95	
Hourly Flow Rate, H	FR	107	208				856	26	
Percent Heavy Vehic	les	6							
Median Type/Storage		Undivi	ded		/	/			
RT Channelized?		0	-						
Lanes		0)	
Configuration		L L	No				11 No	K	
opscieam signal:			NO				NO		
Minor Street: Appro	oach	Wes	stbound			East	tbound		
Mover	ment	7	8	9	I	10	11	12	
		L	Т	R		L	Т	R	
Volume						3	0	254	
Peak Hour Factor, Pl	HF					0.50	0.95	0.91	
Hourly Flow Rate, H	E'R 1					6	0	279	
Percent Heavy Venic.	les		0			0	0	T	
Flared Approach · F	viete2/S	torado	0		/		0	No	/
Lanes	AISCS:/D	corage			/	0	1 ()	/
Configuration						0	LTR		
De	elay, Qu	eue Ler	ngth, an	d Leve	l of	E Servio	ce		
Approach	NB	SB	West	bound			Eastk	ound	
Movement	1	4	./	8	9	10) 1	.1 1	L 2
Lane Config	ΓŢ					I	1	J.L.K	
v (wph)	107							 285	
C(m) (vph)	750						2	344	
V/C	0.14						(.83	
95% queue length	0.50						1	0.65	
Control Delay	10.6						Ę	59.7	
LOS	В							F	
Approach Delay							E	59.7	
Approach LOS								F	

Fax:

T	WO-WAY STO	P CONT	ROL(TWS	C) ANALY	SIS		
Analyst: L Agency/Co.: T Date Performed: 1 Analysis Time Period: 7 Intersection: M Jurisdiction: T Units: U. S. Customary Analysis Year: 2 Project ID: Windham Co East/West Street: M North/South Street: R Intersection Orientatio	ynn Farrin he Louis B /3/2014 -8 AM Gallison & own of Win 013 rrectional Gallison Fa iver Road n: NS	gton erger River dham Facil lls Ro	Group ity ad	tudy per	ciod (hr	cs): 1.	0 0
	Vehicle V	olumes	and Ad	justment	S		
Major Street Movements	1	2	3	4	5	6	
-	L	Т	R	L	Т	R	
<u> </u>		100					
Volume	/1	188			128	25	
Peak-Hour Factor, PHF	0.00	0.90 E 2			0.85	0.95	
Hourly Flow Pato UFP		200			214 956	26	
Porcont Hoavy Vobiclos	107	200			0.50	20	
Median Type/Storage RT Channelized?	Undiv	ided		/			
Lanes	0	1			1 ()	
Configuration	LT				TH	2	
Upstream Signal?		No			No		
Minor Street Movements	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	
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: Exist	s?/Storage			/		No	/
RT Channelized?	_						
Lanes				0	1 ()	
Configuration					LTR		
P	edestrian	Volume	s and A	diustmer	nts		
Movements	13	14	15	16			
Flow (ped/hr)	0	0	0	0			

Flow (ped/hr)

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

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	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 Cal	culatio	on							
Movement		1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	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-U	p Time Ca	alculat	tions							
Movement	-	1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	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		
					Мот	vement 2	Mov	ement 5
					V(t)	V(l,prot)	V(t)	V(l,prot)

V prog

Total Saturation Flow Arrival Type Effective Green, g (se Cycle Length, C (sec) Rp (from Exhibit 16-12 Proportion vehicles an g(q1) g(q2) g(q)	Rate, ec) 1) criving	s (vph) on gre	en P					
Computation 2-Proport:	ion of	TWSC In	tersect V	ion Tim Movem (t) V	ne blo nent 2 (l,pro	cked Ma t) V(t)	ovement V(l,j	5 prot)
alpha beta Travel time, t(a) (see Smoothing Factor, F Proportion of conflict Max platooned flow, V Min platooned flow, V Duration of blocked pe Proportion time blocked	c) (c,max) (c,min) eriod, ed, p	ow, f t(p)		0.0	00		0.000	
Computation 3-Platoon	Event	Periods	Re	sult				
p(2) p(5) p(dom) p(subo) Constrained or unconst	trained	?	0.0.	000				
Proportion unblocked for minor movements, p(x)	(Singl Pro	1) e-stage cess	St	(2) Two-S age I	tage P:	(3) rocess Stage II	I	
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 s Px V c,u,x	882					1291	1291	869
C r,x C plat,x								
Two-Stage Process	7		8		10		11	

V(c,x) s P(x)	1500	1500
V(c,u,x)		
C(r,x) C(plat,x)		
Worksheet 6-Impedance and Capacity E	Quations	

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	3:	TH from Minor St.	8	11
Part 2	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 E Cap. Adj. factor due t Movement Capacity	Factor to Impeding mvmr	nt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance E Cap. Adj. factor due t Movement Capacity	Factor to Impeding mvmr	nt	1 0	.00 .84		1291 165 1.00 0.84 138	
Result for 2 stage pro a Y C t Probability of Queue f	free St.		1	.00		138 1.00	
Step 4: LT from Minor	St.			7		10	
Part 1 - First Stage Conflicting Flows Potential Capacity Pedestrian Impedance E Cap. Adj. factor due t Movement Capacity	Factor to Impeding mvmr	nt					
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance E Cap. Adj. factor due t Movement Capacity	Factor to Impeding mvmr	nt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance H Maj. L, Min T Impedance Maj. L, Min T Adj. Imp Cap. Adj. factor due t Movement Capacity	Factor ce factor p Factor. to Impeding mvmr	nt	1 0 0 0	.00 .84 .88 .18		1291 182 1.00 0.86 156	
Results for Two-stage a Y C t	process:					156	
Worksheet 8-Shared Lar	ne Calculations						
Movement		7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph) Movement Capacity (vph Shared Lane Capacity (ı) (vph)				6 156	0 138 344	279 353

Movement	7	8	9	10	11	12
	L	Т	R	L	Т	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 Leve	l of Se	ervice			

Worksheet	9-Computation	of	Effect	of	Flared	Minor	Street	Approach	es

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	В						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	

TWO-WAY STOP CONTROL SUMMARY_____

Analyst: Agency/Co.: Date Performed: Analysis Time Period: Intersection: Jurisdiction: Units: U. S. Customary Analysis Year: Project ID: Windham C East/West Street: North/South Street: Intersection Orientati	Lynn Farrin The Louis B 1/3/2014 7-8 AM MCC & High Town of Win 2013 Correctional Mallison Fa MCC/High St	gton erger Gro & Malliso dham Facility lls Road reet	oup on Y Stud	y period	(hrs):	1.00
	Vehicle Vol	umes and	Adjustm	ents		
Major Street: Approac Movemen	h Ea It 1 L	stbound 2 T	3 R	West 4 L	bound 5 6 T R	
			1 Г			
Volume Peak-Hour Factor, PHF Hourly Flow Rate, HFR Percent Heavy Vehicles Median Type/Storage	3 0.25 12 0 Undiv	225 0.88 255 ided	15 0.55 27 	42 0.73 57 0 /	4 / / / 0.63 0 74 1 	.50 4 -
RT Channelized?	0	1 0		0	1 0	
Lanes Configuration Upstream Signal?	L	TR No		U LTF	NO	
Minor Street: Approac	h No	rthbound		Sout	hbound	
Movemen	it 7 L	8 T	9 R	10 L	11 1: T R	2
Volume Peak Hour Factor, PHF Hourly Flow Rate, HFR Percent Heavy Vehicles Percent Grade (%) Flared Approach: Exis	1 0.25 4 0 sts?/Storage	1 0.25 4 0 0	5 0.50 10 0 No	27 0.83 32 0	8 1: 0.38 0 21 1 0 0 0 No	3 • 75 7 /
Lanes Configuration	0	1 0 LTR		0	1 0 LTR	
Dela Approach EE Movement 1 Lane Config LT	y, Queue Le WB 4 R LTR	ngth, and Nortl 7	d Level o nbound 3 9 LTR	of Servic 10 	ce Southbor) 11 LTR	und 12
v (vph) 12 C(m) (vph) 15 v/c 0. 95% queue length 0. Control Delay 7. LOS A Approach Delay Approach LOS	57 20 1292 01 0.04 02 0.14 4 7.9 A		18 582 0.03 0.10 11.4 B 11.4 B		70 523 0.1 0.4 12. B 12. B	3 6 9 9

Fax:

	TWO-WAY	STOP CO	NTROL (1	[WSC) Al	NALYSIS_		
Analyst:	Lynn Far	rington					
Agency/Co.:	The Loui	s Berge	r Group)			
Date Performed:	1/3/2014	Ŀ					
Analysis Time Period:	7-8 AM						
Intersection:	MCC & Hi	.gh & Ma	llison				
Jurisdiction:	Town of	Windham					
Units: U. S. Customary	,						
Analysis Year:	2013						
Project ID: Windham (Correctio	nal Fac	ility				
East/West Street:	Mallison	n Falls i	Road				
North/South Street:	MCC/High	. Street					
Intersection Orientati	on: EW			Study	period	(hrs):	1.00
	Vehicl	e Volum	es and	Adjust	ments		
Major Street Movements	1	2	3	4	5	6	
	L	Т	R	L	Т	R	
Volume	3	225	15	42	47	7	
Peak-Hour Factor, PHF	0.2	25 0.8	8 0.5	55 0.	73 0.6	53 0.5	0
Peak-15 Minute Volume	3	64	7	14	19	4	

42 47 0.73 0.63 14 19 57 74 0 / 0 1 LTR No 10 11	7 0.50 4 14 0 12 R
0.73 0.63 14 19 57 74 0 / 0 1 LTR No 10 11	0.50 4 14 0 12 R
14 19 57 74 0 / 0 1 LTR No 10 11	4 14 0 12 R
57 74 0 / 0 1 LTR No 10 11	14 0 12 R
0 / 0 1 LTR No 10 11	 0 12 R
/ 0 1 LTR No 10 11	0 12 R
0 1 LTR No 10 11	0 12 R
LTR No 10 11	12 R
No 10 11	12 R
10 11	12 R
	R
L T	
27 8	13
0.83 0.38	0.75
8 5	4
32 21	17
0 0	0
0	
/	No /
	0
0 1	
	0 1 LTD

				,	
Movements	13	14	15	16	
Flow (ped/hr)	0	0	0	0	

Lane Widtl	n (ft)	12.0	12.0	12.0	12.0
Walking S	peed (ft/sec)	4.0	4.0	4.0	4.0
Percent B	lockage	0	0	0	0

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	feet

S2 Left-Turn

Through S5 Left-Turn

Through

5

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	Gan	and	Follow-up	Time	Calculation
WOIKSHEEL	4-CIICICAI	Gap	anu	rorrow-up	TTWE	Calculation

Critical	Gap Cal	culatio	on						
Movement	_	1	4	7	8	9	10	11	12
		L	L	L	Т	R	L	Т	R
t(c,base	e)	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-U	Jp Time Ca	alculat	ions						
Movement	-	1	4	7	8	9	10	11	12
		L	L	L	Т	R	L	Т	R
t(f,base t(f,HV) P(HV) t(f)	2)	2.20 0.90 0 2.2	2.20 0.90 0 2.2	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3

Worksheet 5-Effect of Upstream Signals

Computation	1-Queue	Clearance	Time	at	Upstream	Signal		
					Мот	vement 2	Mov	ement 5
					V(t)	V(l,prot)	V(t)	V(l,prot)

Total Saturation Flow Arrival Type Effective Green, g (s Cycle Length, C (sec) Rp (from Exhibit 16-1 Proportion vehicles a g(q1) g(q2) g(q)	Rate, ec) 1) rriving	s (vph) g on gre	en P					
Computation 2-Proport	ion of	TWSC In	tersect V	ion Tim Movem (t) V	e bloo ent 2 (l,prot	cked M t) V(t)	lovement V(l,	5 prot)
alpha beta Travel time, t(a) (se Smoothing Factor, F Proportion of conflic Max platooned flow, V Min platooned flow, V Duration of blocked p Proportion time block	c) ting f (c,max) (c,min) eriod, ed, p	low, f) t(p)		0.0	00		0.000	
Computation 3-Platoon	Event	Periods	Re	sult				
p(2) p(5) p(dom) p(subo) Constrained or uncons	trained	1?	0.0.	000				
Proportion unblocked for minor movements, p(x)	Sing: Pro	(1) le-stage ocess	St	(2) Two-S age I	tage Pi	(3) rocess Stage I	I	
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 s Px V c,u,x	88	282	506	494	268	495	501	81
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
$P(\mathbf{x})$								
· (c, u, x)								
C(r,x) C(plat,x)								
Worksheet 6-	Impedance	and Cap	acity Eq	quations				
Step 1: RT f	from Minor	St.			9		12	
Conflicting	Flows				268		81	
Potential Ca	pacity				776		985	
Pedestrian I	Impedance	Factor			1.00		1.00	
Movement Cap	acity				776		985	
Probability	of Queue	free St.			0.99		0.98	
Step 2: LT f	rom Major	St.			4		1	
Conflicting	Flows				282		88	
Potential Ca	pacity				1292		1520	
Pedestrian I	Impedance	Factor			1.00		1.00	
Movement Cap	pacity				1292		1520	
Probability	of Queue	free St.			0.96		0.99	
Maj L-Shared	l Prob Q f	ree St.			0.95		0.99	
Step 3: TH f	from Minor	St.			8		11	
Conflicting	Flows				494		501	
Potential Ca	pacity				479		475	
Pedestrian I	Impedance	Factor			1.00		1.00	
Cap. Adj. fa	ictor due	to Imped	ling mvmr	ıt	0.94		0.94	
Movement Car	pacity	L	2		452		449	
Probability	of Queue	free St.			0.99		0.95	
Step 4: LT f	rom Minor	st.			7		10	
Conflicting	Flows				506		/95	
Detertial Co	riows				100		495	
Podoctoton T	pactly	Factor			40U 1 00		400 1 00	
reuestiidii l Mad i Mda		ractor			T.00		1.UU	
Maj. L, Min	I Impedan	ce racto) Т.		0.90		0.94	
Maj. L, Min	I Adj. Im	p Factor	•		0.92		0.95	
Cap. Adj. fa	ictor due	to Imped	lıng mvmr	ıt	0.91		0.94	
Movement Cap	pacity				436		458	
Worksheet 7-	-Computati	on of th	le Effect	of Two-	stage Ga	.p Accept	ance	
Step 3: TH f	rom Minor	St.					11	
Part 1 - Fir	st Stage							
Conflicting	Flows							
Potential Ca	pacity							
Pedestrian I	mpedance	Factor						
Cap. Adj. fa	ictor due	to Imped	ling mvmr	ıt				
Movement Cap	pacity							
Probability	of Queue	free St.						

Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Imped Movement Capacity	ding mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Imped Movement Capacity	ding mvmnt	4 4 1 0 4	94 79 .00 .94 52		501 475 1.00 0.94 449	
Result for 2 stage process: a y C t Probability of Queue free St		4	52 .99		449 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 Imped Movement Capacity	ding mvmnt					
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Imped Movement Capacity	ding mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Maj. L, Min T Impedance facto Maj. L, Min T Adj. Imp Factor Cap. Adj. factor due to Imped Movement Capacity	or r. ding mvmnt	5 4 1 0 0 0 4	06 80 .00 .90 .92 .91 36		495 488 1.00 0.94 0.95 0.94 458	
Results for Two-stage process a Y C t	s:	4	36		458	
Worksheet 8-Shared Lane Calcu	ulations					
Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph) Movement Capacity (vph) Shared Lane Capacity (vph)	4 436	4 452 582	10 776	32 458	21 449 523	17 985

Movement	7	8	9	10	11	12
	L	Т	R	L	Т	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 9-Computation of Effect of Flared Minor Street Approaches

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		В			В	
Approach Delay				11.4			12.9	
Approach LOS				В			В	

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	А
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	А
95th %tile Queue, veh	5	22	51	1

_____TWO-WAY STOP CONTROL SUMMARY_____

Analyst: L Agency/Co.: T Date Performed: 1 Analysis Time Period: 7 Intersection: M Jurisdiction: T Units: U. S. Customary Analysis Year: 2 Project ID: Windham Co East/West Street: M North/South Street: M Intersection Orientation	ynn Farrin he Louis E /3/2014 -8 AM osher & Ma own of Gor 033 rrectional allison St osher Road n: NS	ngton Berger Gr allison Sham Facilit Freet	oup y St	udy p	eriod	(hrs):	1.00	
V	ebicle Vol	umes and	Adius	tmont	C			
Major Street: Approach	Nc	orthbound	Aujus	CIIICIIC	S Sout	hbound	 	
Movement	1	2	3	4	0040	5	6	
	L	Т	R	L		Т	R	
Volumo		130	12	ົ		829		
Peak-Hour Factor, PHF	0 95	0.84	12 0 67	2	72	1 00	0 95	
Hourly Flow Rate, HFR	0	154	17	3	30	829	0	
Percent Heavy Vehicles	0			0				
Median Type/Storage	Undiv	rided		/				
RT Channelized?								
Lanes	0	1 0			0	1 0	1	
Configuration	L	JTR			LTR	l 		
Upstream Signal?		No				No		
Minor Street: Approach	We	stbound			East	bound		
Movement	7	8	9	1	0	11	12	
	L	Т	R	L		Т	R	
	1 <i>/</i>	1 9	25	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: Exist	s?/Storage	2	No	/			No	/
Lanes	0	1 0			0	1 0		
Configuration		LTR				LTR		
Delay	, Queue Le	ength, an	d Leve	l of	Servic	e		
Approach NB	SB	West	bound			Eastb	ound	
Movement 1	4	7	8	9	10	1	1	12
Lane Config LTR	LTR		LTR		I	L	TR	
v (vph) 0	330		99			2	9	
C(m) (vph) 811	1418		81			6	0	
v/c 0.0	0 0.23		1.22			0	.48	
95% queue length 0.0	0 0.91		17.49			2	.43	
Control Delay 9.4	8.3		620.6			1	18.1	
LUS A	А		1 620 6			1	Ľ 101	
Approach LOS			020.0 F			Ţ	то•т F	
TELECOOL TOO			-				-	

Fax:

T	WO-WAY ST	OP CONTR	OL(TWS	C) ANALY	KSIS		
Analyst: L Agency/Co.: T Date Performed: 1 Analysis Time Period: 7 Intersection: M Jurisdiction: T Units: U. S. Customary Analysis Year: 2 Project ID: Windham Co East/West Street: M North/South Street: M Intersection Orientatio	ynn Farrin he Louis I /3/2014 -8 AM osher & Ma own of Go: 033 rrectional allison St osher Road n: NS	ngton Berger G allison rham l Facili [:] treet d	roup ty S	tudy per	ciod (h	rs): 1.	00
	_Vehicle v	Volumes (and Ad	justment	.s		
Major Street Movements	1	2	3	4	5	6	
	L	Т	R	L	Т	R	
Volume Peak-Hour Factor, PHF Peak-15 Minute Volume Hourly Flow Rate, HFR Percent Heavy Vehicles Median Type/Storage BT Channelized2	0 0.95 0 0 0 Undiv	130 0.84 39 154 vided	12 0.67 4 17 	238 0.72 83 330 0 /	829 1.00 207 829 	0 0.95 0 	
Lanes	0	1 0		0	1 (C	
Configuration	Ľ	TR		Ll	ſR Í	0	
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: Exist RT Channelized?	s?/Storage	e	No	/		No	/
Lanes	0	1 0		0	1 (C	
Configuration		LTR			LTR		
P	edestrian	Volumes	and A	djustmer	nts		
Movements	13	14	15	16			
Flow (ped/hr)	0	0	0	0			

Lane Widt	h (ft)	12.0	12.0	12.0	12.0
Walking S	peed (ft/sec)	4.0	4.0	4.0	4.0
Percent B	lockage	0	0	0	0

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	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

Warkshaat	1 Critical	Can	and	Eallar un	Timo	Colquiation
NOTKBILEEC	- CIICICAI	Jap	ana	rorrow up	TTWE	Calculation

Critical	. Gap Cal	culatio	on							
Movement	-	1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	R	
t(c,base	e)	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-U	Jp Time Ca	alculat	cions							
Movement	-	1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	R	
t(f,base t(f,HV) P(HV) t(f)	2)	2.20 0.90 0 2.2	2.20 0.90 0 2.2	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 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)	

Total Saturation Flow Arrival Type Effective Green, g (so	Rate, ec)	s (vph)						
Rp (from Exhibit 16-1 Proportion vehicles a g(q1) g(q2) g(q)	1) rriving	on gre	en P					
Computation 2-Proport	ion of	TWSC In	tersect. V	ion Time Moveme (t) V	e bloc ent 2 (l,prot	cked M t) V(t)	ovement V(l,]	5 prot)
alpha beta Travel time, t(a) (se Smoothing Factor, F	c)	f						
Max platooned flow, V Min platooned flow, V Duration of blocked p Proportion time block	(c,max) (c,min) eriod, ed, p	t(p)		0.00	0 0		0.000	
Computation 3-Platoon	Event	Periods	Re	sult				
p(2) p(5) p(dom) p(subo) Constrained or uncons	trained	?	0.0	000				
Proportion unblocked for minor movements, p(x)	(Singl Pro	1) e-stage cess	Sta	(2) Two-St age I	tage Pr	(3) cocess Stage I	I	
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 s Px V c,u,x	829	171	1666	1651	162	1691	1660	829
C r,x C plat,x								
Two-Stage Process	7		8		10		11	

Stage1 Sta	.ge2 Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)						
s 150	0	1500		1500		1500
P(x) V(c,u,x)						
C(plat,x)						
Worksheet 6-Impedance and	l Capacity E	quations				
Step 1: RT from Minor St.			9		12	
Conflicting Flows			162		829	
Potential Capacity			888		374	
Pedestrian Impedance Fact	or		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					829	
Potential Capacity			1418		811	
Pedestrian Impedance Fact	or		1.00		1.00	
Movement Capacity	<u>.</u>		1418		811	
Probability of Queue free	e St.		0.//		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 Fact	or		1.00		1.00	
Cap. Adj. factor due to I	mpeding mvm	nt	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 Fact	or		1.00		1.00	
Mai. L. Min T Impedance f	actor		0.29		0.24	
Mai. L. Min T Adi. Imp Fa	ctor.		0.42		0.37	
Cap. Adj. factor due to I	mpeding mym	nt.	0.42		0.35	
Movement Capacity			33		27	
Worksheet 7-Computation o	of the Effec	t of Two-s	stage Ga	p Accept	ance	
Step 3: TH from Minor St.			8		11	
Part 1 - First Stage						
Conflicting Flows						
Potential Capacity						
Pedestrian Impedance Fact	or					
Cap. Adj. factor due to I	mpeding mvm	nt				
Movement Capacity						
Probability of Queue free	st.					
Worksheet 7-Computation of Step 3: TH from Minor St. Part 1 - First Stage Conflicting Flows Potential Capacity Pedestrian Impedance Fact Cap. Adj. factor due to I Movement Capacity Probability of Queue free	of the Effect	t of Two-s	stage Ga 8	p Accept	ance 11	

Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Imped Movement Capacity	ding mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Imped Movement Capacity	ding mvmnt		1651 100 1.00 0.55 55		1660 98 1.00 0.55 53	
Result for 2 stage process: a y C t Probability of Queue free St			55 0.44		53 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 Imped Movement Capacity	ding mvmnt					
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Imped Movement Capacity	ding mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Maj. L, Min T Impedance facto Maj. L, Min T Adj. Imp Factor Cap. Adj. factor due to Imped Movement Capacity	or r. ding mvmnt		1666 78 1.00 0.29 0.42 0.42 33		1691 75 1.00 0.24 0.37 0.35 27	
Results for Two-stage process a Y C t	s:		33		27	
Worksheet 8-Shared Lane Calcu	ulations					
Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph) Movement Capacity (vph) Shared Lane Capacity (vph)	20 33	31 55 81	48 888	0 27	25 53 60	4 374

Movement	7	8	9	10	11	12
	L	Т	R	L	Т	R
C sep Volume Delay Q sep Q sep +1 round (Qsep +1)	33 20	55 31	888 48	27 0	53 25	374 4
n max C sh SUM C sep n C act		81			60	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

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

_____TWO-WAY STOP CONTROL SUMMARY_____

Analyst: L Agency/Co.: T Date Performed: 1 Analysis Time Period: 7 Intersection: M Jurisdiction: T Units: U. S. Customary Analysis Year: 2 Project ID: Windham Co East/West Street: M North/South Street: R Intersection Orientation	ynn Far: he Loui: /3/2014 -8 AM allison own of N 033 rrection allison iver Roa n: NS	rington s Berger & River Windham hal Faci Falls F ad	Group	Study	period	(hrs)	: 1.00	
7.	abiala 1	Talumaa			+ ~			
Major Street, Approach	enicie	Northbo	and Adj	ustmen	ITS	+ h h o u n		
Major Street: Approach	1	2	3	1	л Л	5	u 6	
Hovement	L	T	R		4 L	T	R	
Volume	77	208	3			80.5	2.8	
Peak-Hour Factor, PHF	0.0	56 0 . 9	90			0.85	0.95	
Hourly Flow Rate, HFR	110	5 231	L			947	29	
Percent Heavy Vehicles	6							
Median Type/Storage RT Channelized?	Uno	divided		/	/			
Lanes		0 1				1	0	
Configuration		LT				Т	R	
Upstream Signal?		No				No		
Minor Street: Approach		Westbou	ınd		Eas	tbound		
Movement	7	8	9		10	11	12	
	L	Т	R		L	Т	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 (%)	o / o /	0		,		0		1
Flared Approach: Exist	s?/Stora	age		/	0	1	NO	/
Lanes Configuration					U	l LTR	0	
Delav	, Oueue	Lenath.	and Le	vel of	Servi			
Approach NB	SB	ب د ر	Vestboun	d	_	East	bound	
Movement 1	4	7	8	9	1	0	11	12
Lane Config LT					I		LTR	
v (vph) 116							314	
C(m) (vph) 691							303	
v/c 0.1	7						1.04	
95% queue length 0.6	0						24.63	
Control Delay 11.	3						202.0	
LUS B							r 202 0	
Approach LOS							202.0 F	

Fax:

Т	WO-WAY STO	P CONT	ROL(TWS	C) ANALY	SIS		
Analyst: L Agency/Co.: T Date Performed: 1 Analysis Time Period: 7 Intersection: M Jurisdiction: T Units: U. S. Customary Analysis Year: 2 Project ID: Windham Co East/West Street: M North/South Street: R Intersection Orientatio	ynn Farrin The Louis B /3/2014 -8 AM Mallison & Town of Win 033 Frrectional Mallison Fa Liver Road	gton erger River dham Facil lls Ro	Group ity ad S	tudy per	ciod (hr	cs): 1.	0 0
	Vehicle V	olumes	and Ad	justment	S		
Major Street Movements	1	2	3	4	5	6	
-	L	Т	R	L	Т	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 RT Channelized?	Undiv	ided		/			
Lanes	0	1			1 ()	
Configuration	LT				TF	ર	
Upstream Signal?		No			No		
Minor Street Movements	7	8	9	10	11	12	
	L	Т	R	L	Т	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: Exist RT Channelized?	s?/Storage			/		No	/
Lanes				0	1 ()	
Configuration					LTR		
	edestrian	Volume	s and A	diustmer	nts		
Movements	13	14	15	16			
Flow (ped/hr)	0	0	0	0			

Flow (ped/hr)

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

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	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 Calo	culati	on							
Movement	-	1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	R	
t(c,base	e)	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-U	Jp Time Ca	alculat	tions							
Movement	-	1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	R	
t(f,base	e)	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		
					Мот	vement 2	Mov	ement 5
					V(t)	V(l,prot)	V(t)	V(l,prot)

V prog

Total Saturation Flow Arrival Type Effective Green, g (se Cycle Length, C (sec) Rp (from Exhibit 16-1 Proportion vehicles as g(q1) g(q2) g(q)	Rate, ec) 1) rriving	s (vph) on gree	en P					
Computation 2-Proport.	ion of	TWSC Int	tersect V	ion Tim Movem Y(t) V	e blo ent 2 (l,pro	cked M(t) V(t)	ovement V(l,p	5 prot)
alpha beta Travel time, t(a) (see Smoothing Factor, F Proportion of conflice Max platooned flow, V Min platooned flow, V Duration of blocked po Proportion time blocked	c) ting fl (c,max) (c,min) eriod, ed, p	ow, f t(p)		0.0	00		0.000	
Computation 3-Platoon	Event	Periods	Re	sult				
p(2) p(5) p(dom) p(subo) Constrained or unconst	trained	?	0. 0.	000				
Proportion unblocked for minor movements, p(x)	(Singl Pro	1) e-stage cess	St	(2) Two-S age I	tage P	(3) rocess Stage II	I	
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 s Px V c,u,x	976					1425	1425	962
C r,x C plat,x								
Two-Stage Process	7		8		1 0		11	

	stayei	stayez	Stayer	stayez	Stayer	Stayez	Stayer	SLAYEZ
V(c,x)								
S						1500		1500
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								
Worksheet 6-I	mpedance	and Cap	acity Eq	uations				
Step 1: RT fr	om Minor	St.			9		12	
Conflicting F	lows						962	
Potential Cap	acity						312	
Pedestrian Im	pedance	Factor			1.00		1.00	
Movement Capa	city						312	
Probability o	f Queue	free St.			1.00		0.01	
Step 2: LT fr	om Major	St.			4		1	
Conflicting F	lows						976	
Potential Cap	acity						691	
Pedestrian Im	pedance	Factor			1.00		1.00	
Movement Capa	city						691	
Probability o	f Queue	free St.			1.00		0.83	
Maj L-Shared	Prob Q f	ree St.					0.81	
Step 3: TH fr	om Minor	St.			8		11	
Conflicting F	lows						1425	
Potential Cap	acity						137	
Pedestrian Im	pedance	Factor			1.00		1.00	
Cap. Adj. fac	tor due	to Imped	ing mvmn	t	0.81		0.81	
Movement Capa	city						110	
Probability o	f Queue	free St.			1.00		1.00	
Step 4: LT fr	om Minor	St.			7		10	
Conflicting F	lows						1425	
Potential Cap	acity						151	
Pedestrian Im	pedance	Factor			1.00		1.00	
Maj. L, Min T	Impedan	ce facto	r		0.81			
Maj. L, Min T	Adj. Im	p Factor	•		0.85			
Cap. Adj. fac	tor due	to Imped	ing mvmn	ıt	0.01		0.83	
Movement Capa	city						126	

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step	3:	TH from	n 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 F Cap. Adj. factor due to Movement Capacity	actor o Impeding mvmn†	t					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance F Cap. Adj. factor due t Movement Capacity	actor o Impeding mvmn†	t	1 C	00		1425 137 1.00 0.81 110	
Result for 2 stage pro a Y C t Probability of Queue f	cess: ree St.		1	.00		110	
Step 4: LT from Minor	St.			7		10	
Part 1 - First Stage Conflicting Flows Potential Capacity Pedestrian Impedance F Cap. Adj. factor due to Movement Capacity	actor o Impeding mvmn†	t					
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance F Cap. Adj. factor due to Movement Capacity	actor o Impeding mvmn†	t					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance F. Maj. L, Min T Impedance Maj. L, Min T Adj. Imp Cap. Adj. factor due to Movement Capacity	actor e factor Factor. o Impeding mvmn†	t	1 C C C	00 .81 .85 .01		1425 151 1.00 0.83 126	
Results for Two-stage ; a Y C t	process:					126	
Worksheet 8-Shared Land	e Calculations						
Movement		7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph) Movement Capacity (vph Shared Lane Capacity () vph)				6 126	0 110 303	308 312
Movement	7	8	9	10	11	12	
-------------------------------------	----------	---------	-------	-----	-----	-----	
	L	Т	R	L	Т	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, Oueue Length, a	and Leve	l of Se	rvice				

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

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	В						F		
Approach Delay							202.0		
Approach LOS							F		

	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	

TWO-WAY STOP CONTROL SUMMARY_____

Analyst: Agency/Co.: Date Performed: Analysis Time Period Intersection: Jurisdiction: Units: U. S. Customa Analysis Year: Project ID: Windhar East/West Street: North/South Street: Intersection Orienta	Lynn The I 1/3/2 d: 7-8 A MCC & Town ary 2033 n Correc Malli MCC/H ation: E	Farring Jouis Be: 2014 M A High & of Wind ctional 1 .son Fal High Stree	ton rger Gro Malliso ham Facility ls Road eet	oup on Y Stu	dy 1	period	(hrs)	: 1.00	
	Vehic	cle Volum	mes and	Adjust	ment				
Major Street: Appro	oach	East	tbound			West	bound		
Mover	nent	1	2	3	4	4	5	6	
		L	Т	R		_	T	R	
Volume		3	249	16		46	52	7	
Peak-Hour Factor, Pl	HF	0.25	0.88	0.55	(0.73	0.63	0.50	
Hourly Flow Rate, HI	FR	12	282	29	(53	82	14	
Percent Heavy Vehic	les	0			(C			
Median Type/Storage RT Channelized?		Undivid	ded		/				
Lanes		0	1 0			0	1	0	
Configuration		LTI	R			LTF	R		
Upstream Signal?			No				No		
Minor Street · Appro		Nort	thbound			Sout	hboun		
Mover	nent	7	8	9		10	11	12	
		L	Т	R	1	- -	Т	R	
		1	1					1 г	
Volume Dock Hour Factor D		1	1	6 0 E 0	-	3U 1 0 2	9	15 0 75	
Hourly Flow Rate H	nr 7R	0.23 A	0.25 A	12	(36	23	20	
Percent Heavy Vehic	les	- 0	0	0	()	0	0	
Percent Grade (%)		0	0	°		-	0	Ũ	
Flared Approach: E:	xists?/S	Storage		No	/			No	/
Lanes		0	1 0			0	1	0	
Configuration			LTR				LTR		
De Approach Movement Lane Config	elay, Qu EB 1 LTR	ueue Lend WB 4 ⁻ LTR	gth, and North 7 { 1	d Level nbound 3 LTR	of 9	Servic 10	ce Sout	hbound 11 LTR	12
v (vph)	12	63		20				79	
C(m) (vph)	1510	1261	1	562				491	
V/C	0.01	0.05	(0.04				0.16	
95% queue length	0.02	0.16	(J.11				0.57	
LOG	/.4 7	8.U 7	-	L1.6 B				13./ B	
Approach Delay	Л	л	-	11.6				13.7	
Approach LOS			-	B				в	

Analyst:

Fax:

_TWO-WAY STOP CONTROL(TWSC) ANALYSIS___ Lynn Farrington Agency/Co.: The Louis Berger Group Date Performed: 1/3/2014 Analysis Time Period: 7-8 AM Intersection: MCC & High & Mallison Town of Windham Jurisdiction: 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_ 5 6 Major Street Movements 1 2 3 4 L Т R L Т R 249 52 7 Volume 3 16 46 0.63 Peak-Hour Factor, PHF 0.25 0.88 0.55 0.73 0.50 7 Peak-15 Minute Volume 3 71 16 21 4 Hourly Flow Rate, HFR 282 29 63 82 12 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 8 9 10 11 12 L Т R L Т R 30 Volume 1 1 6 9 15 0.75 Peak Hour Factor, PHF 0.25 0.25 0.50 0.83 0.38 Peak-15 Minute Volume 1 1 3 9 6 5 Hourly Flow Rate, HFR 12 36 23 20 4 4 Percent Heavy Vehicles 0 0 0 0 0 0 Percent Grade (%) 0 0 Flared Approach: Exists?/Storage No No / / RT Channelized? 0 1 0 1 Lanes 0 0 Configuration LTR LTR

	Pedestrian	Volumes	and Ad	justments_	
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

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	feet

S2 Left-Turn

Through S5 Left-Turn

Through

2

	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	Gan	and	Follow-up	Time	Calculation
MOLVENGEC	4-CIICICAI	Gap	anu	rorrow-up	TTWE	Calculation

Critical	l Gap Cal	culatio	on							
Movement	-	1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	R	
t(c,base	e)	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-U	Jp Time C	alculat	tions							
Movement	-	1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	R	
t(f,base t(f,HV) P(HV) t(f)	2)	2.20 0.90 0 2.2	2.20 0.90 0 2.2	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3	

Worksheet 5-Effect of Upstream Signals

Computation	1-Queue	Clearance	Time	at	Upstream	Signal		
					Movement 2		Mov	ement 5
					V(t)	V(l,prot)	V(t)	V(l,prot)

Total Saturation Flow Arrival Type Effective Green, g (sec) Cycle Length, C (sec) Rp (from Exhibit 16-1 Proportion vehicles at g(q1) g(q2) g(q)	Rate, ec) 1) rrivino	s (vph) g on gree	en P						
Computation 2-Proport	ion of	TWSC Int	tersect V	ion Tim Movem (t) V	e bloc lent 2 (l,prot	cked M z) V(t)	lovement V(l,	5 prot)	
alpha beta Travel time, t(a) (see Smoothing Factor, F Proportion of conflic Max platooned flow, V Min platooned flow, V Duration of blocked po Proportion time block	c) (c,max (c,min eriod, ed, p	low, f)) t(p)		0.0	00		0.000		
Computation 3-Platoon	Event	Periods	Re	sult					
p(2) p(5) p(dom) p(subo) Constrained or uncons	traine	d?	0.0.	000					
Proportion unblocked for minor movements, p(x)	Sing	(1) le-stage ocess	St	(2) Two-S age I	tage Pr	(3) socess Stage I	I		
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 s Px V c,u,x	96	311	556	542	296	543	550	89	
C r,x C plat,x									
Two-Stage Process	7		8		10				

	Stage1	Stage2	Stage1	Stage2	Stagel	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 Cap	acity Ec	quations				
Step 1: RT f	from Minor	St.			9		12	
Conflicting	Flows				296			
Potential Ca	apacity				748		975	
Pedestrian 1	Impedance	Factor			1.00		1.00	
Movement Car	pacity				748		975	
Probability	of Queue	free St.			0.98		0.98	
Step 2: LT f	from Major	St.			4		1	
Conflicting	Flows				311		96	
Potential Ca	apacity				1261		1510	
Pedestrian 1	Impedance	Factor			1.00		1.00	
Movement Car	pacity				1261		1510	
Probability	of Oueue	free St.			0.95		0.99	
Maj L-Shared	d Prob Q f	ree St.			0.95		0.99	
Step 3: TH f	from Minor	St.			8		11	
Conflicting	Flows				542		550	
Potential Ca	apacity				450		446	
Pedestrian 1	[mpedance	Factor			1.00		1.00	
Cap. Adi. fa	actor due	to Imped	ing mymr	nt.	0.94		0.94	
Movement Car	pacity				422		418	
Probability	of Queue	free St.			0.99		0.94	
Step 4: LT f	from Minor	St.			7		10	
Conflicting	Flows				556		543	
Potential Ca	apacity				445		454	
Pedestrian 1	Impedance	Factor			1.00		1.00	
Maj. L, Min	T Impedan	ce iacto	r		0.89		0.93	
Maj. L, Min	T Adj. Im	p Factor	•		0.91		0.95	
Cap. Adj. ia	actor due	to Imped	ling mvmr	nt	0.89		0.93	
Movement Cap	pacity				398		422	
Worksheet 7-	-Computati	on of th	e Effect	c of Two-	stage Ga	p Accept	ance	
	- 							
ысер з: IH I 	Minor	SL.			×		L L	
Part 1 - Fir	rst Stage							
Conflicting	Flows							
Potential Ca	apacity							
Pedestrian 1	Impedance	Factor						
Cap. Adj. fa	actor due	to Imped	ling mvmr	nt				
Movement Cap	pacity							
Probability	of Queue	free St.						

Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impe Movement Capacity	ding mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impe Movement Capacity	ding mvmnt	5 4 1 0 4	42 50 .00 .94 22		550 446 1.00 0.94 418	
Result for 2 stage process: a y C t Probability of Queue free St		4	22 .99		418 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 Impe Movement Capacity	ding mvmnt					
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impe Movement Capacity	ding mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Maj. L, Min T Impedance fact Maj. L, Min T Adj. Imp Facto Cap. Adj. factor due to Impe Movement Capacity	or r. ding mvmnt	5 4 1 0 0 0 3	56 45 .00 .89 .91 .89 98		543 454 1.00 0.93 0.95 0.93 422	
Results for Two-stage proces a Y C t	s:	3	98		422	
Worksheet 8-Shared Lane Calc	ulations					
Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph) Movement Capacity (vph) Shared Lane Capacity (vph)	4 398	4 422 562	12 748	36 422	23 418 491	20 975

Movement	7	8	9	10	11	12
	L	Т	R	L	Т	R
C sep Volume	398 4	422 4	748 12	422 36	418 23	975 20
Delay Q sep Q sep +1 round (Qsep +1)						
n max C sh SUM C sep n C act		562			491	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

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		В			В	
Approach Delay				11.6			13.7	
Approach LOS				В			В	

	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	А
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	5 103	E 102	5 102
	0.100	5.195	5.195	0.195
Entry Flow, veh/h	291	1069	915	223
Entry Flow, veh/h Cap Entry Lane, veh/h	291 331	1069 899	915 410	223 826
Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor	291 331 0.888	1069 899 0.965	915 410 0.967	223 826 0.899
Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h	291 331 0.888 258	0.193 1069 899 0.965 1031	915 410 0.967 884	223 826 0.899 201
Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h	291 331 0.888 258 294	0.193 1069 899 0.965 1031 867	5.193 915 410 0.967 884 397	223 826 0.899 201 743
Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio	291 331 0.888 258 294 0.880	1069 899 0.965 1031 867 1.190	5.193 915 410 0.967 884 397 2.230	223 826 0.899 201 743 0.270
Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio Control Delay, s/veh	291 331 0.888 258 294 0.880 64.4	1069 899 0.965 1031 867 1.190 115.4	5.193 915 410 0.967 884 397 2.230 583.6	223 826 0.899 201 743 0.270 8.0
Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio Control Delay, s/veh LOS	291 331 0.888 258 294 0.880 64.4 F	1069 899 0.965 1031 867 1.190 115.4 F	5.193 915 410 0.967 884 397 2.230 583.6 F	223 826 0.899 201 743 0.270 8.0 A

_____TWO-WAY STOP CONTROL SUMMARY_____

Analyst: Agency/Co.: Date Performed: Analysis Time Period: Intersection: Jurisdiction: Units: U. S. Customar Analysis Year: Project ID: Windham East/West Street: North/South Street: Intersection Orientat	Lynn E The Lo 1/3/20 7-8 AM Mosher Town o Y 2033 E Correct Mallis Mosher	Farringt Duis Ber 014 4 c & Mall of Gorha Post cional F son Stre c Road	on oger Gro ison m acility eet	oup , Stud	ly period	(hrs): 1	00
	Vehicl	le Volum	les and	Adiustm	ents		
Major Street: Approa	venrer ich	Nort	hbound	110 J 05 CI	Sout	hbound	
Moveme	ent	1	2	3	4	5 6	
		L	Т	R	L	T R	
Volume		0	130	19	244	829 0	
Peak-Hour Factor, PHE	1	0.95	0.84	0.67	0.72	1.00 0.	95
Hourly Flow Rate, HFF	ł	0	154	28	338	829 0	
Percent Heavy Vehicle	S	0			0		
Median Type/Storage		Undivid	led		/		
RT Channelized?		0	1 0		0	1 0	
Lanes		U ITTE	, U		U 1 T T T	L U	
Upstream Signal?			No			No	
oppercam bignar.			110			110	
Minor Street: Approa	ich	West	bound		East	bound	
Moveme	ent	7	8	9	10	11 12)
		L	Т	R	L	T R	
Volume		20	23	41	0	24 1	
Peak Hour Factor, PHE	1	0.67	0.60	0.72	0.95	0.75 0.	25
Hourly Flow Rate, HFF	ł	29	38	56	0	32 4	
Percent Heavy Vehicle	s	0	0	0	0	0 0	
Percent Grade (%)			0		,	0	,
Flared Approach: Exi	.sts?/St	corage	1 0	No	/	NO 1 O	/
Configuration		0	l U LTR		U	LTR	
Del Approach N Movement 1 Lane Config I	.ay, Que IB S 	eue Leng SB 4 7 LTR	th, and Westk 7 8 I	Level bound 3 9 JTR	of Servic 10 	e Eastbour 11 LTR	nd 12
v (vph) 0	. 3	338	1	.23		36	
C(m) (vph) 8	11 1	L405	6	51		55	
v/c C	.00 0	0.24	2	2.02		0.65)
95% queue length (.00 0).95	3	6.11		4.00)
Control Delay 9	.4 8	3.4	2	2004		176.	4
LUS	А	А	~	5 2004		Ĕ 1 つ <i>に</i>	Л
Approach LOS			2	.004 F		176. F	7

Fax:

T	WO-WAY ST	OP CONTR	OL(TWS	C) ANALY	YSIS		
Analyst: L: Agency/Co.: Ti Date Performed: 1 Analysis Time Period: 7 Intersection: M	ynn Farri he Louis 3 /3/2014 -8 AM	ngton Berger G	roup				
Jurisdiction: T	own of Go	dlllSON rham					
Units: U. S. Customarv	JWII OL GO.	Liiain					
Analysis Year: 2	033 Post						
Project ID: Windham Co:	rrectiona	l Facili	ty				
East/West Street: Ma	allison S	treet					
North/South Street: M	osher Roa	d	~			\	~ ~
Intersection Orientation	n: NS		S	tudy per	riod (h	rs): 1.	00
	_Vehicle `	Volumes	and Ad	justment	.s		
Major Street Movements	1	2	3	4	5	6	
	L	Т	R	L	Т	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	Undi	vided		/			
RT Channelized?							
Lanes	0	1 0		0	1	0	
Configuration	L	TR		Ll	ſR		
Upstream Signal?		NO			NO		
Minor Street Movements	7	8	9	10	11	12	
	L	Т	R	L	Т	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: Exist. RT Channelized?	s?/Storag	e	No	/		No	/
Lanes	0	1 0		0	1	0	
Configuration		LTR			LTR		
			_				
P	edestrian 12	volumes 1/	and A	ajustmer 16	1CS		
	Ст 	± 4	±.5	T 0			
Flow (ped/hr)	0	0	0	0			

Lane Widt	h (ft)	12.0	12.0	12.0	12.0
Walking S	peed (ft/sec)	4.0	4.0	4.0	4.0
Percent B	lockage	0	0	0	0

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	feet

S2 Left-Turn

Through S5 Left-Turn

Through

Worksheet 3-Data for Computing Effect of Delay to Major Stree	et 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

Workshoot	A-Critical	Can	and	Follow-up	Timo	Calculation
WOIKSHEEL	4-CIICICAI	Gap	anu	rorrow-up	TTIME	Calculation

Critical	Gap Cal	culatio	on						
Movement	_	1	4	7	8	9	10	11	12
		L	L	L	Т	R	L	Т	R
t(c,base	e)	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-U	Jp Time Ca	alculat	ions						
Movement	-	1	4	7	8	9	10	11	12
		L	L	L	Т	R	L	Т	R
t(f,base t(f,HV) P(HV) t(f)	2)	2.20 0.90 0 2.2	2.20 0.90 0 2.2	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3

Worksheet 5-Effect of Upstream Signals

Computation	1-Queue	Clearance	Time	at	Upstream	Signal			
					Мот	vement 2	Mov	ement 5	
					V(t)	V(l,prot)	V(t)	V(l,prot)	

Total Saturation Flow Arrival Type Effective Green, g (se Cycle Length, C (sec) Rp (from Exhibit 16-13 Proportion vehicles as g(q1) g(q2) g(q)	Rate, ec) 1) rriving	s (vph) on gree	en P					
Computation 2-Proport.	ion of	TWSC Int	tersect. V	ion Time Moveme (t) V	e bloc ent 2 (l,prot	cked Ma t) V(t)	ovement V(l,]	5 prot)
alpha beta Travel time, t(a) (see Smoothing Factor, F Proportion of conflict Max platooned flow, V Min platooned flow, V Duration of blocked pe Proportion time blocked	c) ting fl (c,max) (c,min) eriod, ed, p	.ow, f t(p)		0.00	00		0.000	
Computation 3-Platoon	Event	Periods	Re	sult				
p(2) p(5) p(dom) p(subo) Constrained or unconst	trained	1?	0.	000 000				
Proportion unblocked for minor movements, p(x)	(Singl Prc	1) e-stage cess	St	(2) Two-St age I	cage Pi	(3) rocess 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 s Px V c,u,x	829	182	1691	1673	168	1720	1687	829
C r,x C plat,x								
Two-Stage Process	7				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 Equ	lations		
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	
Chara O. I.T. Even Madau Ch		1	
		L	
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 O 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 mymnt	0.53	0.53	
Movement Capacity	51	50	
Probability of Oueue 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	
Mai. L. Min T Impedance factor	1 9 N 1 9	⊥.00 ∩ 1 <i>1</i>	
Maj. L, Min I Impedance factor	0.12	0.27	
Maj. L, Mill I Adj. Imp ractor.	- 0.33	0.27	
Mayamant Canadity	2 0.32	0.20	
	Z 4	10	
Worksheet 7-Computation of the Effect	of Two-stage Ga	ap Acceptance	
Stop 2. TH from Minor St			
		L L	
Part 1 - First Stage			
Conflicting Flows			
Potential Capacity			
Pedestrian Impedance Factor			
Cap. Adj. factor due to Impeding mvmnt	5		
Movement Capacity			
Probability of Queue free St.			

Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Imped: Movement Capacity	ing mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Imped: Movement Capacity	ing mvmnt		1673 97 1.00 0.53 51		1687 95 1.00 0.53 50	
Result for 2 stage process: a y C t Probability of Queue free St.		[51 0.25		50 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 Imped: Movement Capacity	ing mvmnt					
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Imped: Movement Capacity	ing mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Maj. L, Min T Impedance factor Maj. L, Min T Adj. Imp Factor Cap. Adj. factor due to Imped: Movement Capacity	r ing mvmnt		1691 75 1.00 0.19 0.33 0.32 24		1720 71 1.00 0.14 0.27 0.25 18	
Results for Two-stage process a Y C t	:		2 4		18	
Worksheet 8-Shared Lane Calcu	lations					
Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph) Movement Capacity (vph) Shared Lane Capacity (vph)	2 9 2 4	38 51 61	56 881	0 18	32 50 55	4 374

Movement	7	8	9	10	11	12
	L	Т	R	L	Т	R
C sep Volume Delay Q sep Q sep +1 round (Osep +1)	24 29	51 38	881 56	18 0	50 32	374 4
n max C sh SUM C sep		61			55	
n C act						

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	g 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	А		F			F	
Approach Delay				2004			176.4	
Approach LOS				F			F	

	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

TWO-WAY STOP CONTROL SUMMARY_____

Analyst: Lynn Agency/Co.: The L Date Performed: 1/3/2 Analysis Time Period: 7-8 A Intersection: Malli Jurisdiction: Town Units: U. S. Customary Analysis Year: 2033 Project ID: Windham Correct East/West Street: Malli North/South Street: River Intersection Orientation: N	Farrin Ouis E O14 M son & of Win Post tional son Fa Road S	gton Gerger Gr Niver Idham Facilit Ils Road	oup Y S	tudy	period	(hrs)	: 1.00	
Vehic	le Vol	umes and	Adiu	stmor	nte			
Major Street: Approach	NC	rthbound	I AUJU	Schier		thboun	d	
Movement	1	2	3	I	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 RT Channelized?	Undiv	ided		/	/			
Lanes	0	1				1	0	
Configuration	L	Т				Т	R	
Upstream Signal?		No				No		
Minor Street: Approach	We	stbound			Eas	tbound		
Movement	7	8	9		10	11	12	
	L	Т	R		L	Т	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?/S	torage	2		/	0	1	NO	/
Configuration					0	ı LTR	0	
Delay, Ou	eue Le	ength, an	d Lev	el of	Servi	ce		
Approach NB	SB	West	bound			East	bound	
Movement 1	4	7	8	9	1	0	11	12
Lane Config LT					I		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	
LUS B							Е И 1 1 О	
Approach LOS							411.9 E	
чрыгоасн тор							Г	

Fax:

1	WO-WAY STO	P CONT	ROL (TWS	C) ANALY	SIS		
Analyst: I Agency/Co.: I Date Performed: I Analysis Time Period: 7 Intersection: M Jurisdiction: I Units: U. S. Customary Analysis Year: 2 Project ID: Windham Co East/West Street: M North/South Street: F Intersection Orientatio	ynn Farrin The Louis B ./3/2014 7-8 AM Mallison & Town of Win 2033 Post Dirrectional Mallison Fa River Road on: NS	gton erger River dham Facil lls Ro	Group ity ad S	tudy per	ciod (hr	cs): 1.	0 0
	Vehicle V	olumes	and Ad	justment	.s		
Major Street Movements	1	2	3	4	5	6	
-	L	Т	R	L	Т	R	
	100						
Volume Dock Hour Fostor DHE	103	208			805	32 0 0 F	
Peak-Hour Factor, PHF	0.66	0.90 E0			0.85	0.95	
Heuraltz Eleva Dete HED	39 1 E C	20			237	0 22	
Houriy Flow Rate, HFR	136	231			947	33	
Median Type/Storage	Undiv	ided		/			
Lanes	0	1			1 ()	
Configuration	U T.T	T			T C	2	
Upstream Signal?		No			No	τ.	
Minor Street Movements	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	
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: Exist	s?/Storage			/		No	/
RT Channelized?	-						
Lanes				0	1 ()	
Configuration					LTR		
F	Pedestrian	Volume	s and A	diustmer	nts		
Movements	13	14	15	16			
Flow (ped/hr)	0	0	0	0			

Flow (ped/hr)

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

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	feet

S2 Left-Turn Through

S5 Left-Turn

Through

Worksheet	3-Data	for	Computing	Effect	of	Delay	, to	Maior	Street	Vehicles
MOLVENGEC	J-Dala	TOT	COMPULING	BITECC	ΟL	ретау	LU	major	DLIEEL	VENTCIES

	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 Calo	culatio	on							
Movement		1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	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-U	p Time Ca	alculat	tions							
Movement	-	1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	R	
t(f,base t(f,HV) P(HV))	2.20 0.90 6	0.90	0.90	0.90	0.90	3.50 0.90 0	4.00 0.90 0	3.30 0.90 1 3.3	
U (L)		2.5					5.5	- · ·	5.5	

Worksheet 5-Effect of Upstream Signals

Computation	1-Queue	Clearance	Time	at	Upstream	Signal		
					Мот	Movement 2		ement 5
					V(t) V(l,prot)		V(t)	V(l,prot)

V prog

Total Saturation Flow Arrival Type Effective Green, g (se Cycle Length, C (sec) Rp (from Exhibit 16-13 Proportion vehicles an g(q1) g(q2) g(q)	Rate, ec) 1) criving	s (vph) on gre	en P					
Computation 2-Proport:	ion of	TWSC In	tersect V	ion Tim Movem Y(t) V	ne blo nent 2 7(l,pro	cked M t) V(t)	ovement V(l,p	5 prot)
alpha beta Travel time, t(a) (see Smoothing Factor, F Proportion of conflict Max platooned flow, V Min platooned flow, V Duration of blocked pe Proportion time blocke	c) (c,max) (c,min) eriod, ed, p	ow, f t(p)		0.0	000		0.000	
Computation 3-Platoon	Event	Periods	Re	sult				
p(2) p(5) p(dom) p(subo) Constrained or unconst	trained	?	0.0.	000				
Proportion unblocked for minor movements, p(x)	(Singl Pro	1) e-stage cess	St	(2) Two-S age I	stage P:	(3) rocess Stage II	I	
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 s Px V c,u,x	980					1507	1507	964
C r,x C plat,x								
Two-Stage Process	7		8		10		11	

1500	1500
	1500

Worksheet 6-Impedance and Capacity Equations

Sten 1. BT from Minor St	9	12
beep i. Ri Hom minor be.	5	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	m 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.

Volume (vph) Movement Capacity (vph) Shared Lane Capacity (vph)				12 104	0 90 291	332 311
Movement	7 L	8 T	9 R	10 L	11 T	12 R
Worksheet 8-Shared Lane Calculatio	ons					
a Y C t					104	
Results for Two-stage process:						
Potential Capacity Pedestrian Impedance Factor Maj. L, Min T Impedance factor Maj. L, Min T Adj. Imp Factor. Cap. Adj. factor due to Impeding m Movement Capacity	ivmnt	1 0 0 0	.00 .74 .80 .00		1307 134 1.00 0.77 104	
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impeding m Movement Capacity Part 3 - Single Stage	1vmnt				1507	
Part 1 - First Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impeding m Movement Capacity	nvmnt					
Step 4: LT from Minor St.			7		10	
Result for 2 stage process: a y C t Probability of Queue free St.		1	.00		90 1.00	
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impeding m Movement Capacity	nvmnt	1 0	•00 •74		1507 122 1.00 0.74 90	
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impeding m Movement Capacity	ıvmnt					

Movement	7	8	9	10	11	12
	L	Т	R	L	Т	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 Leve	l of Se	rvice			

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	В						F	
Approach Delay							411.9	
Approach LOS							F	

	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	

TWO-WAY STOP CONTROL SUMMARY_____

Analyst: Agency/Co.: Date Performed: Analysis Time Period: Intersection: Jurisdiction: Units: U. S. Customar Analysis Year: Project ID: Windham East/West Street: North/South Street: Intersection Orientat	Lynn F The Lo 1/3/20 7-8 AM MCC & Town o y 2033 P Correct Mallis MCC/Hi ion: EW	Carringt 015 Ber 14 High & of Windh Cost ional F ion Fall gh Stre	on ger Gro Mallisc am acility s Road et	up n Study	period	(hrs):	1.00	
	_Vehicl	e Volum	les and	Adjustme	nts			
Major Street: Approa	ch	East	bound		West	bound		
Moveme	nt	1	2	3	4	5	6	
		L	Т	R	L	Л.	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 Vehicle	S	0			0			
Median Type/Storage		Undivid	ed		/			
RT Channelized?					0			
Lanes		0	1 0		0	1 0		
Configuration		LIR	No			No		
opstream signal:			NO			NO		
Minor Street: Approa	ch	Nort	hbound		Sout	hbound		
Moveme	nt	7	8	9	10	11	12	
		L	Т	R	L	Т	R	
		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 Vehicle	S	0	0	0	0	0	0	
Percent Grade (%)			0			0		
Flared Approach: Exi	sts?/St	orage		No /		1	10	/
Lanes		0	1 0		0	1 0		
Configuration			LTR			LTR		
Del Approach E Movement 1	ay, Que B W 4	ue Leng IB I 7	th, and North 8	Level o bound 9	f Servic	se Southi	oound L 1	2
Lane Config L	TR L	TR	L	TR		LI	ſR	
v (vph) 1	2 1	04	7	2		79)	
C(m) (vph) 1	510 1	225	3	29		42	2Z 10	
V/C U	.UI 0	.UX 	0	• Z Z • A		0.	. 19 60	
Control Dology 7	·UZ U	. 20	1	.04 9 0		U . 1 ¤	. ビダ 5 5	
rud netay /	.ч 8 Д	Δ	Ţ	5.U C		L C	, ,	
Approach Delay	17	<u> </u>	1	9.0		1	5.5	
Approach LOS			1	C		(2	

Analyst:

Agency/Co.:

Fax:

__TWO-WAY STOP CONTROL(TWSC) ANALYSIS___ Lynn Farrington 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	s and Ad	justmen	ts			
Major Street Movements	1	2	3	4	5	6		
	L	Т	R	L	Т	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 RT Channelized?	Undi	vided		/				
Lanes	0	1	0	0	1	0		
Configuration	L	TR		L	TR			
Upstream Signal?		No			No			
Minor Street Movements	7	8	9	10	11	12		
	L	Т	R	L	Т	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 RT Channelized?	s?/Storag	е	No	/		No	/	
Lanes	0	1	0	0	1	0		
Configuration		LTR			LTR			
		Volume	s and A	diustme				
Movements	13	14	15 110 15	16				

0

0

Lane Width	(ft)	12.0	12.0	12.0	12.0
Walking Spee	ed (ft/sec)	4.0	4.0	4.0	4.0
Percent Bloo	ckage	0	0	0	0

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	feet

S2 Left-Turn

Through S5 Left-Turn

Through

5

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	Gan	and	Follow-up	Time	Calculation
MOLVENGEC	4-CIICICAI	Gap	anu	rorrow-up	TTWE	Calculation

Critical	Gap Calo	culation	า						
Movement		1	4	7	8	9	10	11	12
		L	L	L	Т	R	L	Т	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	o Time Ca	alculat:	ions						
Movement		1	4	7	8	9	10	11	12
		L	L	L	Т	R	L	Т	R
t(f,base) t(f,HV) P(HV) t(f))	2.20 0.90 0 2.2	2.20 0.90 0 2.2	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3

Worksheet 5-Effect of Upstream Signals

Movement 2 Movement		
	Mc	5
V(t) V(l,prot) V(t) V(l,	V(t)	prot)

Total Saturation Flow Arrival Type Effective Green, g (s Cycle Length, C (sec) Rp (from Exhibit 16-1 Proportion vehicles a g(q1) g(q2) g(q)	Rate, ec) 1) rriving	s (vph) g on gree	en P					
Computation 2-Proport	ion of	TWSC Int	tersect V	ion Tim Movem (t) V	e blo lent 2 (l,pro	cked M t) V(t)	lovement V(l,	5 prot)
alpha beta Travel time, t(a) (se Smoothing Factor, F Proportion of conflic Max platooned flow, V Min platooned flow, V Duration of blocked p Proportion time block	c) (c,max) (c,min) eriod, ed, p	low, f t(p)		0.0	0 0		0.000	
Computation 3-Platoon	Event	Periods	Re	sult				
p(2) p(5) p(dom) p(subo) Constrained or uncons	trained	1?	0.0.	000				
Proportion unblocked for minor movements, p(x)	Sing] Pro	(1) Le-stage ocess	St	(2) Two-S age I	tage P	(3) rocess Stage I	I	
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 s Px V c,u,x	96	345	656	642	314	637	666	89
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	e and Cap	acity Ec	quations				
Step 1: RT f	from Minor	st.			9		12	
Conflicting	Flows				314		89	
Potential Ca	apacity				731		975	
Pedestrian 1	Impedance	Factor			1.00		1.00	
Movement Cap	pacity				731		975	
Probability	of Queue	free St.			1.00		0.98	
Step 2: LT f	from Major	s St.			4		1	
Conflict								
Conflicting	FLOWS				345 1005		96 1510	
Potential Ca	apacity	Factor			1225		1510	
Pedestrian 1	Impedance	Factor			1.00		1.UU	
Movement Cap	pacity	frage Ct			1225		1510	
Mai L-Shared	d Prob 0 f	Tree St. Free St			0.92		0.99	
Step 3: TH f	Erom Minor	st.			8		11	
Conflicting	Flows				642		666	
Potential Ca	apacity				395		383	
Pedestrian 1	Impedance	Factor			1.00		1.00	
Cap. Adj. fa	actor due	to Imped	ing mvmr	nt	0.90		0.90	
Movement Cap	pacity				356		345	
Probability	of Queue	free St.			0.99		0.93	
Step 4: LT f	from Minor	st.			7		10	
Conflicting	Flows				656		637	
Potential Ca	apacity				382		393	
Pedestrian 1	Impedance	Factor			1.00		1.00	
Mai. L. Min	T Impedar	re facto	r		0.84		0.89	
Mai. L. Min	T Adi. In	n Factor	-		0.88		0.92	
Cap. Adi. fa	actor due	to Imped	ing mymr	ht	0.86		0.92	
Movement Car	pacity	ee rupea			328		360	
Worksheet 7-	-Computati	on of th	e Effect	c of Two-	stage Ga	p Accept	ance	
Step 3: TH f	Erom Minor	st.			8		11	
Part 1 - Fir	rst Stage							
Conflicting	Flows							
Potential Ca	apacity							
Pedestrian I	Impedance	Factor						
Cap. Adj. fa	actor due	to Imped	ing mvmr	nt				
Movement Cap	pacity							
Probability	of Queue	free St.						

Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impedia Movement Capacity	ng mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impedi: Movement Capacity	ng mvmnt	6 3 1 0 3	42 95 .00 .90 56		666 383 1.00 0.90 345	
Result for 2 stage process: a y C t Probability of Queue free St.		3 0	56 .99		345 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 Impedia Movement Capacity	ng mvmnt					
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impedia Movement Capacity	ng mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Maj. L, Min T Impedance factor Maj. L, Min T Adj. Imp Factor. Cap. Adj. factor due to Impedi: Movement Capacity	ng mvmnt	6 3 1 0 0 0 3	56 82 .00 .84 .88 .86 28		637 393 1.00 0.89 0.92 0.92 360	
Results for Two-stage process: a Y C t		3	28		360	
Worksheet 8-Shared Lane Calcul	ations					
Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph) Movement Capacity (vph) Shared Lane Capacity (vph)	68 328	4 356 329	0 731	36 360	23 345 422	20 975

Movement	7	8	9	10	11	12
	L	Т	R	L	Т	R
C sep	328	356	731	360	345	975
Delay Q sep Q sep +1 round (Qsep +1)	68	4	0	36	23	20
n max C sh SUM C sep n C act		329			422	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

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		С			С	
Approach Delay				19.0			15.5	
Approach LOS				С			С	

	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	А
Lane	Left	Left	Left	Left
Lane Designated Moves	Left LT	Left LTR	Left LTR	Left LTR
Lane Designated Moves Assumed Moves	Left LT LT	Left LTR LTR LTR	Left LTR LTR	Left LTR LTR
Lane Designated Moves Assumed Moves RT Channelized	Left LT LT	Left LTR LTR	Left LTR LTR LTR	Left LTR LTR LTR
Lane Designated Moves Assumed Moves RT Channelized Lane Util	Left LT LT 1.000	Left LTR LTR 1.000	Left LTR LTR 1.000	Left LTR LTR 1.000
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s	Left LT LT 1.000 5.193	Left LTR LTR 1.000 5.193	Left LTR LTR 1.000 5.193	Left LTR LTR 1.000 5.193
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s Entry Flow, veh/h	Left LT LT 1.000 5.193 291	Left LTR LTR 1.000 5.193 1075	Left LTR LTR 1.000 5.193 918	Left LTR LTR 1.000 5.193 231
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h	Left LT LT 1.000 5.193 291 328	Left LTR LTR 1.000 5.193 1075 894	Left LTR LTR 1.000 5.193 918 408	Left LTR LTR 1.000 5.193 231 826
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor	Left LT LT 1.000 5.193 291 328 0.888	Left LTR LTR 1.000 5.193 1075 894 0.965	Left LTR LTR 1.000 5.193 918 408 0.967	Left LTR LTR 1.000 5.193 231 826 0.901
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h	Left LT LT 1.000 5.193 291 328 0.888 258	Left LTR LTR 1.000 5.193 1075 894 0.965 1037	Left LTR LTR 1.000 5.193 918 408 0.967 887	Left LTR LTR 1.000 5.193 231 826 0.901 208
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h	Left LT LT 1.000 5.193 291 328 0.888 258 291	Left LTR LTR 1.000 5.193 1075 894 0.965 1037 863	Left LTR LTR 1.000 5.193 918 408 0.967 887 394	Left LTR LTR 1.000 5.193 231 826 0.901 208 744
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio	Left LT LT 1.000 5.193 291 328 0.888 258 291 0.887	Left LTR LTR 1.000 5.193 1075 894 0.965 1037 863 1.202	Left LTR LTR 1.000 5.193 918 408 0.967 887 394 2.251	Left LTR LTR 1.000 5.193 231 826 0.901 208 744 0.280
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio Control Delay, s/veh	Left LT LT 1.000 5.193 291 328 0.888 258 291 0.887 66.1	Left LTR LTR 1.000 5.193 1075 894 0.965 1037 863 1.202 120.4	Left LTR LTR 1.000 5.193 918 408 0.967 887 394 2.251 593.0	Left LTR LTR 1.000 5.193 231 826 0.901 208 744 0.280 8.1
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h Cap Entry, veh/h V/C Ratio Control Delay, s/veh LOS	Left LT LT 1.000 5.193 291 328 0.888 258 291 0.887 66.1 F	Left LTR LTR 1.000 5.193 1075 894 0.965 1037 863 1.202 120.4 F	Left LTR LTR 1.000 5.193 918 408 0.967 887 394 2.251 593.0 F	Left LTR LTR 1.000 5.193 231 826 0.901 208 744 0.280 8.1 A

TWO-WAY STOP CONTROL SUMMARY_____

Analyst:LynrAgency/Co.:TheDate Performed:12/2Analysis Time Period:4:15Intersection:MCCJurisdiction:TownUnits:U. S. CustomaryAnalysis Year:2013Project ID:Windham CorrectEast/West Street:MallNorth/South Street:MCC/Intersection Orientation:1	h Farring Louis Be 23/2013 5-5:15 Pf & High d h of Wind ectional Lison Fai (High St: EW	gton erger Gro M & Malliso dham Facility lls Road reet	oup on Y Str	udy peri	od (hrs)	: 1.00	
Vehi	cle Vol	umes and	Adjus	tments			
Major Street: Approach Movement	Ea: 1	2 2	З	W 4	estbound 5	6	
novemente	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	
Median Type/Storage RT Channelized?	Undiv:	ided		/			
Lanes	0	1 0		0	1	0	
Configuration	L	TR			LTR		
Upstream Signal?		No			No		
Minor Street: Approach	Noi	rthbound		S	outhbour	ıd	
Movement	7	8	9	10	11	12	
	L	Т	R	L	Т	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 Percent Grade (%)	0	0	0	0	0	0	
Flared Approach: Exists?/	'Storage	0	No	/	0	No	/
Lanes	0	1 0		0	1	0	
Configuration		LTR			LTR		
Delay, (Jueue Lei	ngth, and	d Leve	l of Ser	vice	hhourd	
Movement 1	w Б 4 I	7	8	9	10 50ut	11 11	12
Lane Config LTR	LTR		LTR			LTR	
v (vph) 22	16		95			23	
C(m) (vph) 1242	1540 0 01		645 0 15			622	
v/c 0.02	0.01		0.52			0.12	
Control Delay 8.0	7.4		11.5			11.0	
LOS A	A		В			В	
Approach Delay			11.5			11.0	
Approach LOS			В			В	

Fax:

T`	WO-WAY ST	OP CONTE	ROL (TWS	C) ANAL	YSIS		
Analyst: L	ynn Farriı	ngton					
Agency/Co.: T	he Louis B	Berger (Group				
Date Performed: 1.	2/23/2013	-	-				
Analysis Time Period: 4	:15-5:15 3	PM					
Intersection: M	CC & High	& Malli	lson				
Jurisdiction: T	own of Wii	ndham					
Units: U. S. Customary							
Analysis Year: 2	013						
Project ID: Windham Co	rrectional	l Facili	ltv				
East/West Street: M	allison Fa	alls Roa	ad				
North/South Street: M	CC/High St	treet					
Intersection Orientatio	n: EW		S	tudy pe	riod (h	rs): 1.(00
	_Vehicle V	Volumes	and Ad	justmen	ts		
Major Street Movements	1	2	3	4	5	6	
	L	Т	R	L	Т	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	Undi	vided		/			
RT Channelized?							
Lanes	0	1 ()	0	1 (C	
Configuration	L	ΓR		L	ΓR		
Upstream Signal?		No			No		
Minor Street Movements	7	8	9	10	11	12	
	L	Т	R	L	Т	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	
D_{a}							
Percent Grade (3)		0			0		
Flared Approach: Exist	s?/Storage	О Э	No	/	0	No	/
Flared Approach: Exist RT Channelized?	s?/Storage	Э О	No	/	0	No	/
Fercent Grade (%) Flared Approach: Exist RT Channelized? Lanes	s?/Storage 0	0 e 1 (No)	/ 0	0	No D	/
Fercent Grade (%) Flared Approach: Exist RT Channelized? Lanes Configuration	s?/Storage 0	0 9 1 (LTR	No)	/ 0	0 1 (LTR	No D	/
Fercent Grade (%) Flared Approach: Exist RT Channelized? Lanes Configuration	s?/Storage 0	0 = 1 (No)	0	0 1 (LTR	No)	/
Fercent Grade (%) Flared Approach: Exist RT Channelized? Lanes Configuration P	s?/Storage 0 edestrian	0 1 (LTR Volumes	No) s and A	/ 0 djustmen	0 1 (LTR 	No)	/
Fercent Grade (%) Flared Approach: Exist RT Channelized? Lanes Configuration P Movements	s?/Storage 0 edestrian 13	0 1 (LTR Volumes 14	No) s and A 15	/ 0 djustmen 16	0 1 (LTR 	No)	/

Lane Widt	h (ft)	12.0	12.0	12.0	12.0
Walking S	peed (ft/sec)	4.0	4.0	4.0	4.0
Percent B	lockage	0	0	0	0

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	feet

S2 Left-Turn

Through S5 Left-Turn

Through

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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 4-0	Critical	Gap	and	Follow-up	Time	Calculation
---------------	----------	-----	-----	-----------	------	-------------

Critical Gap Calculation									
Movement		1	4	7	8	9	10	11	12
		L	L	L	Т	R	L	Т	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-U	p Time Ca	alculat	ions						
Movement	-	1	4	7	8	9	10	11	12
		L	L	L	Т	R	L	Т	R
t(f,base t(f,HV) P(HV) t(f)	.)	2.20 0.90 0 2.2	2.20 0.90 0 2.2	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3

Worksheet 5-Effect of Upstream Signals

Computation	1-Queue	Clearance	Time	at	Upstream	Signal		
					Mov	vement 2	Mov	ement 5
					V(t)	V(l,prot)	V(t)	V(l,prot)

Total Saturation Flow Arrival Type Effective Green, g (se Cycle Length, C (sec) Rp (from Exhibit 16-13 Proportion vehicles as g(q1) g(q2) g(q)	Rate, ec) 1) rriving	s (vph)	en P					
Computation 2-Proport:	ion of	TWSC Int	tersect V	ion Tim Movem (t) V	e blo ent 2 (l,pro	cked M t) V(t)	ovement V(l,	5 prot)
alpha beta Travel time, t(a) (see Smoothing Factor, F Proportion of conflict Max platooned flow, V Min platooned flow, V Duration of blocked pe Proportion time blocked	c) ting fl (c,max) (c,min) eriod, ed, p	ow, f t(p)		0.0	00		0.000	
Computation 3-Platoon	Event	Periods	Re	sult				
p(2) p(5) p(dom) p(subo) Constrained or unconst	trained	?	0.0.	000				
Proportion unblocked for minor movements, p(x)	(Singl Prc	1) e-stage cess	St	(2) Two-S age I	tage P	(3) rocess Stage I	I	
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 s Px V c,u,x	329	73	474	476	71	496	467	318
C r,x C plat,x								
Two-Stage Process	7		8		1 0		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)								
	-Impedance	and Cap	acity Eq	quations				
Step 1: RT f	from Minor	St.			9		12	
Conflicting	El ouro						210	
Confine Configuration	FLOWS				/1		310 727	
Polenilai Ca	apacity				997		1 0 0	
Pedestrian I		Factor			1.00		1.00	
Movement Cap	pacity	fuer Ct			997		121	
Probability 	or Queue	iree St.			0.95		0.98	
Step 2: LT f	from Major	St.			4		1	
Conflicting	Flows				72		300	
Potential C-					75 1570		ンムシ 1 つ <i>1</i> つ	
Podestrian 1	Impedance	Factor			1 00		1 00	
Movement Car		ractor			1540		1242	
Probability	of Quouo	froo St			1 940		1242	
Mai I-Sharac	JI YUEUE 1 Proh O f	rad Q+			0.99 N QQ		0.30	
		100 St.			0.99		0.98	
Step 3: TH f	from Minor	St.			8		11	
Conflicting	Flows				476		467	
Potential Ca	apacity				491		496	
Pedestrian 1	Impedance	Factor			1.00		1.00	
Cap. Adj. fa	actor due	to Imped	ing mvmr	nt	0.97		0.97	
Movement Cap	pacity	-	2		476		481	
Probability	of Queue	free St.			0.97		1.00	
Step 4: LT f	from Minor	St.			7		10	
Conflicting	Flows				474		496	
Potential Ca	apacity				504		487	
Pedestrian 1	Impedance	Factor			1.00		1.00	
Mai. L. Min	T Impedan	ce facto	r		0.97		0.94	
Mai. L. Min	T Adi. Tm	p Factor	-		0.98		0.95	
Cap. Adi. fa	actor due	to Imped	ing mymr	ht	0.95		0.91	
Movement Cap	pacity	co imped		10	481		441	
Worksheat 7	-Computati				stare Co	n Accort	ance	
			e crrect		Staye Gà	P Accept	.ance	
Step 3: TH f	from Minor	St.			8		11	
Part 1 - Fir	rst Stage							
Conflicting	Flows							
Potential Ca	apacity							
Pedestrian 1	Impedance	Factor						
Cap. Adj. fa	actor due	to Imped	ing mvmr	nt				
Movement Cap	pacity							
Probability	of Queue	free St.						
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Imped Movement Capacity	ing mvmnt							
---	------------------	---------------------------------	--	----------	---	-----------		
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Imped Movement Capacity	ling mvmnt	4 4 1 0 4	76 91 .00 .97 76		467 496 1.00 0.97 481			
Result for 2 stage process: a y C t Probability of Queue free St.		4	76 .97		481 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 Imped Movement Capacity	ling mvmnt							
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Imped Movement Capacity	ing mvmnt							
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Maj. L, Min T Impedance facto Maj. L, Min T Adj. Imp Factor Cap. Adj. factor due to Imped Movement Capacity	er ling mvmnt	4 5 1 0 0 0 4	74 04 .00 .97 .98 .95 81		496 487 1.00 0.94 0.95 0.91 441			
Results for Two-stage process a Y C t	:	4	81		441			
Worksheet 8-Shared Lane Calcu	lations							
Movement	7 L	8 T	9 R	10 L	11 T	12 R		
Volume (vph) Movement Capacity (vph) Shared Lane Capacity (vph)	32 481	16 476 645	47 997	6 441	0 481 622	17 727		

Movement	7	8	9	10	11	12
	L	Т	R	L	Т	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 9-Computation of Effect of Flared Minor Street Approaches

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	А	А		В			В	
Approach Delay				11.5			11.0	
Approach LOS				В			В	

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	С	F	В	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	С	F	В	F

TWO-WAY STOP CONTROL SUMMARY_____

Analyst: Agency/Co.: Date Performed: Analysis Time Period: Intersection: Jurisdiction: Units: U. S. Customary Analysis Year: Project ID: Windham C East/West Street: North/South Street: Intersection Orientati	Lynn Farr The Louis 12/23/201 4:15-5:15 Mosher & Town of G 2013 Correction Mallison Mosher Ro on: NS	ington Berger G 3 PM Mallison orham al Facilit Street ad	coup cy Stu	udy perio	od (hrs):	1.00	
	Vehicle V	olumes and	d Adiust	tments			
Major Street: Approad	ch	Northbound	d	So	outhbound		
Movemer	nt 1	2	3	4	5	6	
	L	Т	R	L	Т	R	
Volume	1	693	12	50	182	0	
Peak-Hour Factor, PHF	0.9	5 0.90	0.67	0.83	0.83	0.95	
Hourly Flow Rate, HFR	1	770	17	60	219	0	
Percent Heavy Vehicles	s 0			0			
Median Type/Storage	Und	ivided		/			
RT Channelized?		0 1	2	0	1 0		
Lanes			J	0	L U		
Upstream Signal?		No			No		
Minor Street: Approac	h	Westbound		Εa	astbound		
Movemer	it 7	8	9	10	11	12	
	L	Т	R	L	Т	R	
Volume	9	31	256	0	5	0	
Peak Hour Factor, PHF	0.5	8 0.58	0.85	0.95	0.75	0.95	
Hourly Flow Rate, HFR	15	53	301	0	6	0	
Percent Heavy Vehicles	s 0	0	0	0	0	0	
Percent Grade (%)		0			0		
Flared Approach: Exis	sts?/Stora	ge	No	/	1 0	No	/
Lanes		0 <u>1</u> ()	0	L U ITD		
Configuration		LIR			LIR		
Dela	y, Queue	Length, an	nd Level	l of Ser	vice		
Approach NE Movement 1	S SB	wesi	s sound	9 1	Lastr 10 1	ouna 1 1	1.2
Lane Config L1	'R LTR	/	UTR		10 I	TR -	
					-		
v (vph) 1	60		369		6		
C(m) (vph) 13	62 841		330		1	89	
V/C 0.	0.07		1.12		0	.03	
Control Dolay 7			30.22 30/ 7		0	• ± U / 7	
LOS	0 9.0 A		у04./ F		Δ	ч• / С	
Approach Delav			304.7		2	4.7	
Approach LOS			F			С	

Phone: E-Mail: Fax:

Т	WO-WAY ST	OP CONTH	ROL (TWS	C) ANAL	YSIS		
Analyst: L Agency/Co.: T Date Performed: 1 Analysis Time Period: 4 Intersection: M Jurisdiction: T Units: U. S. Customary	ynn Farri he Louis 1 2/23/2013 :15-5:15 1 osher & M own of Go:	ngton Berger (PM allison rham	Group				
Project ID: Windham Co	vi3 rrectional	l Facili	t.v				
East/West Street: M	allison S	treet	- 1				
North/South Street: M	osher Road	d		_			
Intersection Orientatio	n: NS		S	tudy pe:	riod (h	rs): 1.	00
	_Vehicle Y	Volumes	and Ad	justmen	ts		
Major Street Movements	1	2	3	4	5	6	
	L	Т	R	L	Т	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	Undi	vided		/			
RT Channelized?							
Lanes	0	1 ()	0	1 (C	
Configuration	L.	TR		L	TR		
Upstream Signal?		No			No		
Minor Street Movements	7	8	9	10	11	12	
	L	Т	R	L	Т	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: Exist	s?/Storag	e	No	/		No	/
RT Channelized?	0	1 (\ \	0	1	2	
Lanes	U	L (LTR	J	U	L (LTR	J	
P Movements	edestrian 13	Volumes 14	and A 15	djustmen 16	nts		

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

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	feet

S2 Left-Turn

Through S5 Left-Turn

Through

Worksheet 3-Da	a 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
		<u>L</u>		<u>-</u>		

Critical	Gap Cal	culation	n						
Movement		1	4	7	8	9	10	11	12
		L	L	L	Т	R	L	Т	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	o Time Ca	alculat	ions						
Movement		1	4	7	8	9	10	11	12
		L	L	L	Т	R	L	Т	R
t(f,base) t(f,HV) P(HV) t(f))	2.20 0.90 0 2.2	2.20 0.90 0 2.2	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3

Worksheet 5-Effect of Upstream Signals

Computation	1-Queue	Clearance	Time	at	Upstream	Signal		
					Мот	vement 2	Mov	ement 5
					V(t)	V(l,prot)	V(t)	V(l,prot)

Total Saturation Flow Arrival Type Effective Green, g (se Cycle Length, C (sec) Rp (from Exhibit 16-12 Proportion vehicles as g(q1) g(q2) g(q)	Rate, ec) 1) rriving	s (vph) on gree	en P					
Computation 2-Proport:	ion of	TWSC Int	tersect: V	ion Time Moveme (t) V	e bloo ent 2 (l,prot	cked Ma t) V(t)	ovement V(l,j	5 prot)
alpha beta Travel time, t(a) (see Smoothing Factor, F Proportion of conflict Max platooned flow, V Min platooned flow, V Duration of blocked pe Proportion time blocke	c) ting fl (c,max) (c,min) eriod, ed, p	ow, f t(p)		0.00	00		0.000	
Computation 3-Platoon	Event	Periods	Res	sult				
p(2) p(5) p(dom) p(subo) Constrained or unconst	trained	?	0.0	000 000				
Proportion unblocked for minor movements, p(x)	(Singl Pro	1) e-stage cess	Sta	(2) Two-St age I	tage Pi	(3) rocess Stage II	I	
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 s Px V c,u,x	219	787	1122	1119	778	1297	1128	219
C r,x C plat,x								
Two-Stage Process	7		8		10		11	

Stage1 Stage2 Stage1 Stage	e2 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 Equation	ns			
Stop 1. DT from Minor St			1.0	
			<u>۲</u> ۲ ۲	
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 Elou-			010	
Confidential Capacity	181		219 1260	
Potential Capacity	841		1362	
Pedestrian Impedance Factor	1.00		1.00	
Movement Capacity	841		1362	
Propability 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 Elous	1100		1007	
Detential Canadity	105		1297	
Pedestrian Impedance Factor	1 00		1 00	
Maj I. Min T. Impedance factor	T.00		1.00 1.00	
Maj I Min T Adi Imp Factor	0.09			
Can Adi factor due to Impoding mumpt	0.91 0.01		0.74	
Movement Capacity	169		26	
Worksheet 7-Computation of the Effect of Tr	wo-stage Gap	Accepta	ance	
Step 3: TH from Minor St.			11	
Part 1 - First Stage				
Conflicting Flows				
Potential Capacity				
Pedestrian Impedance Factor				
-				
Cap. Adj. factor due to Impeding mvmnt				
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 Impedin Movement Capacity	ng mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impedin Movement Capacity	ng mvmnt	1 2 1 0 1	119 09 .00 .92 92		1128 206 1.00 0.92 189	
Result for 2 stage process: a y C t Probability of Queue free St.		1 0	92 .72		189 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 Impedir Movement Capacity	ng mvmnt					
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impedir Movement Capacity	ng mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Maj. L, Min T Impedance factor Maj. L, Min T Adj. Imp Factor. Cap. Adj. factor due to Impedin Movement Capacity	ng mvmnt	1 1 0 0 0 0 1	122 85 .00 .89 .91 .91 69		1297 140 1.00 0.66 0.74 0.18 26	
Results for Two-stage process: a Y C t		1	69		26	
Worksheet 8-Shared Lane Calcula	ations					
Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph) Movement Capacity (vph) Shared Lane Capacity (vph)	15 169	53 192 330	301 400	0 26	6 189 189	0 826

Movement	7	8	9	10	11	12
	L	Т	R	L	Т	R
C sep	169	192	400	26	189	826
Volume	10	53	301	0	0	0
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh		330			189	
SUM C sep						
n						
C act						

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

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			С	
Approach Delay				304.7			24.7	
Approach LOS				F			С	

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

TWO-WAY STOP CONTROL SUMMARY_____

Analyst: Agency/Co.: Date Performed: Analysis Time Period: Intersection: Jurisdiction: Units: U. S. Customar Analysis Year: Project ID: Windham East/West Street: North/South Street: Intersection Orientat	Lynn Fa The Lou 12/23/2 4:15-5: Mallisc Town of Y 2013 Correcti Mallisc River F ion: NS	erring 013 15 PM 0n & R: Windl 0n al I 0n Fal: 0ad	ton rger Gro iver ham Facility ls Road	oup / Stu	ıdy	period	(hrs)	: 1.00	
	Vobicle	Chiele Velumes and Adjustments							
Major Street: Approa	_veniteite .ch	Nort	thbound	AUJUSC		Sout	hboun	 d	
Moveme	nt 1		2	3		4	5	6	
	I	1	Т	R		L	Т	R	
Volume	2	.90	707				309	4	
Peak-Hour Factor, PHF	C	.88	0.92				0.88	0.25	
Hourly Flow Rate, HFR	3	29	768				351	16	
Percent Heavy Vehicle	s C)							
Median Type/Storage	ť	Individ	ded		/	/			
RI Channelized?		0	1				1	0	
Configuration		U L.T	T				т	R	
Upstream Signal?		T	No				No		
Minor Street. Approx		Most				 Fact			
Moveme	ent 7	Web	8	9	I	10	11	12	
	L	ı	T	R		L	T	R	
Volume						8	0	75	
Peak Hour Factor, PHF						0.75	0.95	0.76	
Hourly Flow Rate, HFR	t					10	0	98	
Percent Heavy Vehicle	S					0	0	0	
Percent Grade (%)			0		,		0		,
Flared Approach: Exi	STS?/STC	orage			/	0	1	NO 0	/
Configuration						0	LTR	0	
Del Approach N Movement 1	ay, Queu IB SE 4	le Leng	gth, and Westł 7 8	d Level bound	 0	E Servio	ce East	bound 11	12
Lane Config I	Т					I		LTR	
v (vph) 3 C(m) (vph) 1 v/c 0 95% queue length 1 Control Delay 9 LOS Approach Delay Approach LOS	29 203 .27 .13 .1 A							108 368 0.29 1.23 18.8 C 18.8 C	

Phone: E-Mail: Fax:

	TWO-WAY STO	P CONT	ROL (TWS	C) ANALY	SIS		
Analyst: Agency/Co.: Date Performed: Analysis Time Period: Intersection: Jurisdiction: Units: U. S. Customary Analysis Year: Project ID: Windham C East/West Street: North/South Street: Intersection Orientatio	Lynn Farrin The Louis B 12/23/2013 4:15-5:15 P Mallison & Town of Win 2013 orrectional Mallison Fa River Road on: NS	gton erger M River dham Facil lls Ro	Group ity ad S	tudy per	riod (hr	rs): 1.	0 0
	Vehicle V	olumes	and Ad	justment	S		
Major Street Movements	1	2	3	4	5	6	
-	L	Т	R	L	Т	R	
Volumo	200				200	Λ	
Volume Dook Hour Foster DHE	290	101			209	4	
Peak-Hour Factor, PHF	0.00	102			0.00	0.25	
Peak-15 Milluce volume	02	192			00 2E1	4	
Houriy Flow Rate, HFR	329	100			331	ΤO	
Median Type/Storage RT Channelized?	Undiv	ided		/			
Lanes	0	1			1 ()	
Configuration	U.T.	T			тт ТТ	2	
Upstream Signal?		No			No	C C	
Minor Street Movements	7	8	9	10	11	12	
	L	Т	R	L	Т	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: Exis	ts?/Storage			/		No	/
RT Channelized?	2						
Lanes				0	1 ()	
Configuration					LTR		
	Pedestrian	Volume	s and A	diustmer			
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

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	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 Calo	culati	on							
Movement		1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	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-U	p Time Ca	alculat	tions							
Movement	-	1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	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		
					Мот	vement 2	Mov	ement 5
					V(t)	V(l,prot)	V(t)	V(l,prot)

V prog

Total Saturation Flow Arrival Type Effective Green, g (se Cycle Length, C (sec) Rp (from Exhibit 16-12 Proportion vehicles an g(q1) g(q2) g(q)	Rate, ec) 1) rriving	s (vph) on gre	en P					
Computation 2-Proport:	ion of	TWSC In	tersect V	ion Tim Movem (t) V	ne blo nent 2 7(l,pro	cked Ma t) V(t)	ovement V(l,	5 prot)
alpha beta Travel time, t(a) (see Smoothing Factor, F Proportion of conflict Max platooned flow, V Min platooned flow, V Duration of blocked pe Proportion time blocked	c) ting fl (c,max) (c,min) eriod, ed, p	ow, f t(p)		0.0	000		0.000	
Computation 3-Platoon	Event	Periods	Re	sult				
p(2) p(5) p(dom) p(subo) Constrained or unconst	trained	?	0.0.	000				
Proportion unblocked for minor movements, p(x)	(Singl Pro	1) e-stage cess	St	(2) Two-S age I	stage P:	(3) rocess Stage II	I	
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 s Px V c,u,x	367					1785	1785	359
C r,x C plat,x								
Two-Stage Process	7				10			

V(C,X)		
S	1500	1500
P(x)		
V(c,u,x)		
C(r,x) C(plat,x)		

Worksheet 6-Impedance and Capacity Equations

		1.0
Step 1: RI from Minor St.	9	$\perp Z$
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 mymnt	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 mymnt	0.52	0.73
Movement Capacity		66

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step	3:	TH fr	om Minor	St.	8	11	
Part	1 -	- Firs	t Stage				

Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impeding mvmnt Movement Capacity Probability of Queue free St.

Volume (vph) Movement Capacity (vph) Shared Lane Capacity (vph)				10 66	0 41 368	98 690
Movement	7 L	8 T	9 R	10 L	11 T	12 R
Worksheet 8-Shared Lane Calculations	3					
Y C t					66	
Results for Two-stage process: a						
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Maj. L, Min T Impedance factor Maj. L, Min T Adj. Imp Factor. Cap. Adj. factor due to Impeding mvm Movement Capacity	nnt	1 0 0 0	.00 .50 .61 .52		1785 91 1.00 0.73 66	
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impeding mvm Movement Capacity	int					
Part 1 - First Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impeding mvm Movement Capacity	int					
Step 4: LT from Minor St.			7		10	
Result for 2 stage process: a Y C t Probability of Queue free St.		1	.00		41 1.00	
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impeding mvm Movement Capacity	int	1 0	.00		1785 82 1.00 0.50 41	
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impeding mvm Movement Capacity	int					

Movement	7	8	9	10	11	12
	L	Т	R	L	Т	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	n, and Leve	l of Se	ervice			

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						С	
Approach Delay							18.8	
Approach LOS							С	

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	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

TWO-WAY STOP CONTROL SUMMARY_____

Analyst: Agency/Co.: Date Performed: Analysis Time Per Intersection: Jurisdiction: Units: U. S. Cus Analysis Year: Project ID: Win East/West Street North/South Stre Intersection Ori	Lynn The L 12/23 riod: 4:15- Moshe Town tomary 2033 dham Correc : Malli et: Moshe entation: N	Farring ouis Be /2013 5:15 PM er & Mal of Gorh ctional son Str r Road	ton rger Gro lison am Facilit: eet	oup Y Stu	dy period	(hrs):	1.00
	Vehic	le Volu	mes and	Adjust	ments		
Major Street: A	pproach ovement	Nor 1 L	thbound 2 T	3 R	Sou 4 I.	thbound 5 T	6 B
			± 			±	
Volume Peak-Hour Factor Hourly Flow Rate Percent Heavy Ve Median Type/Stor BT Channelized?	, PHF , HFR hicles age	1 0.95 1 0 Undivi	765 0.90 850 ded	13 0.67 19 	55 0.83 66 0 /	201 0.83 242) 0.95
Lanes		0	1 0		0	1 0	
Configuration Upstream Signal?		LT	R No		LT	R No	
Minor Street: A M	pproach ovement	Wes 7 L	tbound 8 T	9 R	Eas 10 L	tbound 11 T	 12 R
Volume Peak Hour Factor Hourly Flow Rate Percent Heavy Ve Percent Grade (% Flared Approach:	, PHF , HFR hicles) Exists?/S	10 0.58 17 0	34 0.58 58 0 0	283 0.85 332 0 No	0 0.95 0 0	6 0.75 8 0 0 N) 0.95 0 0 0 /
Lanes Configuration		0	1 0 LTR		0	1 O LTR	
Approach Movement Lane Config	Delay, Qu NB 1 LTR	leue Len SB 4 LTR	gth, and West 7	d Level bound 8 LTR	of Servi 9 1 	ce Eastbo 0 11 LT	und 12 R
v (vph) C(m) (vph) v/c 95% queue length Control Delay LOS Approach Delay Approach LOS	1 1336 0.00 0.00 7.7 A	66 784 0.08 0.28 10.0+ B		407 288 1.41 68.42 801.8 F 801.8 F		8 15 0. 29 D 29 D	3 05 16 .0

Phone: E-Mail: Fax:

T	WO-WAY STO	OP CONTE	ROL (TWS	C) ANAL	YSIS		
Analyst: L Agency/Co.: T Date Performed: 1 Analysis Time Period: 4 Intersection: M Jurisdiction: T Units: U. S. Customary Analysis Year: 2 Project ID: Windham Co East/West Street: M North/South Street: M Intersection Orientatio	ynn Farrin he Louis I 2/23/2013 :15-5:15 I osher & Ma own of Go: 033 rrectiona: allison S osher Road n: NS	ngton Berger (PM allison rham l Facili treet d	Group Lty S	tudy pe:	riod (hi	rs): 1.	0 0
	_Vehicle Y	Volumes	and Ad	justmen	ts		
Major Street Movements	1	2	3	4	5	6	
	L	Т	R	L	Т	R	
Volume Peak-Hour Factor, PHF Peak-15 Minute Volume Hourly Flow Rate, HFR Percent Heavy Vehicles Median Type/Storage BT Channelized?	1 0.95 0 1 0 Undiv	765 0.90 212 850 vided	13 0.67 5 19 	55 0.83 17 66 0 /	201 0.83 61 242 	0 0.95 0 	
Lanes	0	1 ()	0	1 (C	
Configuration	L	TR		L	ΓR		
Upstream Signal?		No			No		
Minor Street Movements	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume	10	.3.4	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: Exist RT Channelized?	s?/Storage	e	No	/		No	/
Lanes	0	1 ()	0	1 (C	
Configuration		LTR			LTR		
 	edestrian	Volumes	s and A	diustme	nts		
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

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	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 4-0	Critical	Gap	and	Follow-up	Time	Calculation
---------------	----------	-----	-----	-----------	------	-------------

Gap Cal	culation	n						
	1	4	7	8	9	10	11	12
	L	L	L	Т	R	L	Т	R
)	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	0	0	0	0	0	0	0	0
			0.20	0.20	0.10	0.20	0.20	0.10
Grade			0.00	0.00	0.00	0.00	0.00	0.00
	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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
1-stage	4.1	4.1	7.1	6.5	6.2	7.1	6.5	6.2
2-stage								
o Time Ca	alculat:	ions						
	1	4	7	8	9	10	11	12
	L	L	L	Т	R	L	Т	R
)	2.20 0.90 0 2.2	2.20 0.90 0 2.2	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3
	Gap Calo Grade 1-stage 2-stage 2-stage 2-stage	Gap Calculation 1 L 4.1 1.00 0 Grade 0.00 1-stage 0.00 1-stage 0.00 1-stage 4.1 2-stage p Time Calculat: 1 L 0 2.20 0.90 0 2.2	Gap Calculation 1 4 L L 4.1 4.1 1.00 1.00 0 0 Grade 0.00 0.00 1-stage 0.00 0.00 1-stage 0.00 0.00 1-stage 4.1 4.1 2-stage D Time Calculations 1 4 L L 0 2.20 2.20 0.90 0.90 0 0 2.2 2.2	Gap Calculation 1 4 7 L L L 0 4.1 4.1 7.1 1.00 1.00 1.00 0 0 0 Grade 0.20 Grade 0.00 1-stage 0.00 0.00 0.00 1-stage 0.00 0.00 1.00 1-stage 4.1 4.1 7.1 2-stage 0 Time Calculations 1 4 7 L L L 0 2.20 2.20 3.50 0.90 0.90 0.90 0 0 2.2 2.2 3.5	Gap Calculation 1 4 7 8 L L L T T 0 4.1 4.1 7.1 6.5 1.00 1.00 1.00 1.00 0 0 0 0 0 0.00 1.00 1.00 0 0 0 0 6 0.00 0.00 0.00 0 0.00 0.00 0.00 1-stage 0.00 0.00 0.00 1-stage 0.00 0.00 1.00 1-stage 0.00 0.00 1.00 1-stage 0.00 0.00 1.00 1-stage 4.1 7.1 6.5 2-stage 2-stage 7 8 L L L T 0 2.20 2.20 3.50 4.00 0.90 0.90 0.90 0.90 0.90 0 0 0 0 0 2.2 2.2 3.5 4.0 <	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$	Gap Calculation 1 4 7 8 9 10 L L L T R L 0 4.1 4.1 7.1 6.5 6.2 7.1 1.00 1.00 1.00 1.00 1.00 1.00 0 0 0 0 0 0 0 0 0 0.0 0.00 0.00 0.00 0.00 0 0.00 0.00 0.00 0.00 0.00 0 0.00 0.00 0.00 0.00 0.00 1 stage 0.00 0.00 0.00 0.00 0.00 1 stage 4.1 7.1 6.5 6.2 7.1 2-stage 0 0.00 1.00 1.00 1.00 1 stage 4.1 7.1 6.5 6.2 7.1 2-stage 1 4.1 7.1 7.1 7.1 0 2.20 2.20 3.50 4.00 3.30 3.50 0 0.90 0.90 </td <td>$\begin{array}{c ccccccccccccccccccccccccccccccccccc$</td>	$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$

Worksheet 5-Effect of Upstream Signals

Computation	1-Queue	Clearance	Time	at	Upstream	Signal		
					Movement 2		Mov	ement 5
					V(t)	V(l,prot)	V(t)	V(l,prot)

Total Saturation Flow Arrival Type	Rate,	s (vph)							
Cycle Length, C (sec) Rp (from Exhibit 16-1	ec) 1)								
Proportion vehicles a g(q1) g(q2) g(q)	rriving	on gre	en P						
Computation 2-Proport	ion of	TWSC In	tersect: V	ion Time Moveme (t) V	e bloc ent 2 (l,prot	cked M z) V(t)	ovement V(l,]	5 prot)	
alpha beta									
Travel time, t(a) (se Smoothing Factor, F Proportion of conflic Max platooned flow, V Min platooned flow, V	c) ting fl (c,max) (c,min)	.ow, f							
Duration of blocked p Proportion time block	eriod, ed, p	t(p)		0.000 0.000					
Computation 3-Platoon	Event	Periods	Re	sult					
p(2) p(5) p(dom) p(subo) Constrained or uncons	trained	1?	0.	000 000					
Proportion unblocked for minor movements, p(x)	(Singl Prc	1) e-stage cess	Sta	(2) Two-St age I	tage Pr	(3) Tocess Stage I			
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 s Px V c,u,x	242	869	1240	1236	860	1430	1245	242	
C r,x C plat,x									
Two-Stage Process	7		8		10		11		

Stage1 Stage2 Stage1 Sta	ge2 Stage1	Stage2 Stage1	Stage2
 V(c, x)			
s 1500 150	0	1500	1500
P(x)			
V(c,u,x)			
C(r.x)			
C(plat, x)			
Worksheet 6-Impedance and Capacity Equati	ons		
Step 1: RT from Minor St.	9	12	
Conflicting Flows	860	242	
Potential Capacity	359	802	
Pedestrian Impedance Factor	1.00	1.00	
Movement Canacity	259	802	
Probability of Oueue from St	0 00	1 002	
		1.00	
Step 2: LT from Major St.	4	1	
Conflicting Flows			
Detential Canadity	009 701	ム4ム 1つつぐ	
Potential Capacity	1 00	1.00	
Pedestrian Impedance Factor	1.00	1.00	
Movement Capacity	/84	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	
Can Adi factor due to Impeding mympt	0 90	0 90	
Movement Canadity	160	158	
Drobability of Queue free St		100	
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	
Mai. L. Min T Impedance factor	0 85	1.00 0.57	
Mai. L. Min T Adi Imp Factor	0.00 0 89	0.57	
Can Adi factor due to Impoding mumpt	0.09	0.07	
Movement Canadity	U.09 106	0.05	
	0.6.T	0	
Worksheet 7-Computation of the Effect of	Two-stage Ga	p Acceptance	
Step 3: TH from Minor St.	8	11	
Part 1 - First Stage			
Conflicting Flows			
Detential Canadity			
Polential Capacity			
Pedestrian impedance Factor			
cap. Adj. factor due to Impeding mymnt			
Movement Capacity			
Probability of Queue free St.			

Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impedin Movement Capacity	ng mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impedin Movement Capacity	ng mvmnt	1 1 1 0 1	236 78 .00 .90 60		1245 176 1.00 0.90 158	
Result for 2 stage process: a y C t Probability of Queue free St.		1 0	60 .64		158 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 Impedin Movement Capacity	ng mvmnt					
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impedin Movement Capacity	ng mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Maj. L, Min T Impedance factor Maj. L, Min T Adj. Imp Factor. Cap. Adj. factor due to Impedin Movement Capacity	ng mvmnt	1 1 0 0 0 0 1	240 53 .00 .85 .89 .89 36		1430 113 1.00 0.57 0.67 0.05 6	
Results for Two-stage process: a Y C t		1	36		6	
Worksheet 8-Shared Lane Calcula	ations					
Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph) Movement Capacity (vph) Shared Lane Capacity (vph)	17 136	58 160 288	332 359	0 6	8 158 158	0 802

Movement	7	8	9	10	11	12
	L	Т	R	L	Т	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 9-Computation of Effect of Flared Minor Street Approaches

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	В		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

TWO-WAY STOP CONTROL SUMMARY_____

Analyst: Agency/Co.: Date Performed: Analysis Time Peri Intersection: Jurisdiction: Units: U. S. Custo Analysis Year: Project ID: Windh East/West Street: North/South Street Intersection Orien	Lynn The I 12/23 od: 4:15- Malli Town omary 2033 am Correc Malli : River	Farri Jouis 2/2013 -5:15 .son & of Wi ctiona .son F Road IS	ngton Berger G PM River ndham l Facili alls Roa	roup ty d	Study	perio	d (hrs)	: 1.00)
	Vobic		lumog an		10+m01	at a			
Major Street · Apr	venic	Te vo M	orthboun	a Aaji d	lstmer	ILS	uthhoun		
Mov	rement.	1	2	3	I	4	5	6	
		L	Т	R		L	Т	R	
		220					242		
Peak-Hour Factor	рнг	520 0 88	/ol 0 92				0 88	4 0 2 5	
Hourly Flow Rate.	HFR	363	848				389	16	
Percent Heavy Vehi	cles	0							
Median Type/Storag RT Channelized?	le	Undi	vided		,	/			
Lanes		0	1				1	0	
Configuration			LT				Т	R	
Upstream Signal?			No				No		
Minor Street: App	roach	W	estbound			Ea	stbound		
Mov	rement	7	8	9	I	10	11	12	
		L	Т	R		L	Т	R	
Volume						9	0	83	
Peak Hour Factor,	PHF					0.75	0.95	0.76	
Hourly Flow Rate,	HFR					12	0	109	
Percent Heavy Vehi	cles					0	0	0	
Percent Grade (%)			0		,		0		,
Flared Approach:	Exists?/S	Storag	е		/	0	1	No	/
Configuration						0	l LTR	0	
	_Delay, Qu	leue L	ength, a	nd Lev	vel oi	E Serv	ice		
Approach	NB	SB	Wes	tbound	b		East	bound	
Movement	1	4	7	8	9		10	11	12
Lane Config	LT	I				I		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	
LUS Approach Dolog	A							р 261	
Approach LOS								D	

Phone: E-Mail: Fax:

	_IWO-WAI SIC	P CONT	ROL(IWS	C) ANALI	1515		
Analyst.	Lunn Farrin	aton					
Anaryse.	The Louis B	orgor (roun				
Date Performed.	12/23/2013	erger (JIOup				
Applysis Time Deriod.	12/23/2013 1.15 5.15 D	М					
Analysis lime reliou.	4.1J-J.1J F	Dirrow					
Intersection:	Mallison &	RIVEL					
Jurisalction:	lown or win	anam					
Units: U. S. Customary	Y						
Analysis Year:	2033						
Project ID: Windham (Correctional	Facil:	ıty				
East/West Street:	Mallison Fa	lls Roa	ad				
North/South Street:	River Road						
Intersection Orientat:	ion: NS		5	Study per	riod (h	rs): 1.	00
	Vehicle V	olumes	and Ac	ljustment	_s		
Major Street Movements	s 1	2	3	4	5	6	
	L	Т	R	L	Т	R	
Volume	320	781			343	4	
Peak-Hour Factor PHF	0 88	0 92			0 88	0 25	
Posk-15 Minuto Volumo	0.00 Q1	212			97	0.23 A	
Hourly Flow Pato HEP	363	010			300	16	
Dorgont Hoowy Vobialo	- 0	040			209	ΤÜ	
Median Ture (Ctoreas	undin			/			
Median Type/Storage	Undiv	laea		/			
RI Channelized?	0	1				2	
Lanes	0	T			1 (J	
Configuration	L'T				.1.1	X	
Upstream Signal?		No			No		
Minor Street Movements	s 7	8	9	10	11	12	
	L	Т	R	L	Т	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	9			0	0	0	
Percent Grade (%)		0		0	0	0	
Flared Approach. Evi	at a 2 / St ar a co	U		/	U	No	/
RT Channelized?	sts:/sturage			/		110	/
				\cap	1 (ſ	
Configuration				U	יד ע מידיד	0	
					цік 		
	Pedestrian	Volume	s and 1	diustmar	nts		
Movements	13	14	15	16			
Flow (ned/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

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	feet

S2 Left-Turn

Through S5 Left-Turn

Through

1111 O d g li

Worksheet	3-Data	for	Computing	Effect	of	Delav	r to	Maior	Street	Vehicles
NOTRONCCC	J Ducu	TOT	compacing			DCIUy	00	IIG JOL	DCLCCC	VCHICICD

	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 Cal	culati	on							
Movement		1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	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-U	p Time Ca	alculat	tions							
Movement		1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	R	
t(f,base t(f,HV) P(HV) t(f)	.)	2.20 0.90 0 2.2	0.90	0.90	0.90	0.90	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3	

Worksheet 5-Effect of Upstream Signals

Computation	1-Queue	Clearance	Time	at	Upstream	Signal		
					Мот	vement 2	Mov	ement 5
					V(t)	V(l,prot)	V(t)	V(l,prot)

V prog

Total Saturation Flow Arrival Type Effective Green, g (se Cycle Length, C (sec) Rp (from Exhibit 16-12 Proportion vehicles an g(q1) g(q2) g(q)	Rate, ec) 1) criving	s (vph) on gre	en P					
Computation 2-Proport	ion of	TWSC In	tersect V	ion Tim Movem (t) V	ne bloo nent 2 7(l,prot	cked Ma t) V(t)	ovement V(l,p	5 prot)
alpha beta Travel time, t(a) (see Smoothing Factor, F Proportion of conflict Max platooned flow, V Min platooned flow, V Duration of blocked pe Proportion time blocked	c) (c,max) (c,min) eriod, ed, p	ow, f t(p)		0.0	000		0.000	
Computation 3-Platoon	Event	Periods	Re	sult				
p(2) p(5) p(dom) p(subo) Constrained or unconst	crained	?	0. 0.	000 000				
Proportion unblocked for minor movements, p(x)	(Singl Pro	1) e-stage cess	St	(2) Two-S age I	stage P:	(3) rocess Stage II	I	
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 s Px V c,u,x	405					1971	1971	397
C r,x C plat,x								
Two-Stage Process	7		8		10		11	

	Stagel	Stage2	Stagel	Stage2	Stage1	Stage2	Stage1	Stage2	
V(c,x) s P(x) V(c,u,x)						1500		1500	
C(r,x) C(plat,x)									
Worksheet 6-	-Impedance	and Cap	pacity Ec	quations					
Step 1: RT :	from Minor	St.			9		12		
Conflicting Potential Ca	Flows						397 657		
Pedestrian I Movement Cap	Impedance pacity	Factor			1.00		1.00 657		
Probability	of Queue	free St.			1.00	0.83			
Step 2: LT :	from Major	St.			4		1		
Conflicting Potential Ca	Flows apacity						405 1165		
Pedestrian : Movement Cap	Impedance pacity	Factor			1.00		1.00 1165		
Probability Maj L-Shared	of Queue d Prob Q f	free St. ree St.			1.00		0.69 0.38		
Step 3: TH :	from Minor	St.			8		11		
Conflicting	Flows						1971		
Potential Ca	apacity				1 00		63		
Con Ndi f	impedance	Factor	ling more	×+	1.00		1.00		
Movement Car	actor due	co rmbed	1119 1117111	IL	0.38		0.38 24		

Probability of Queue free St.	1.00
Step 4: LT from Minor St.	7
Conflicting Flows Potential Capacity	
Pedestrian Impedance Factor	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			

1.00

1971 70 1.00

10

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 Fac Cap. Adj. factor due to Movement Capacity	tor Impeding mvmnt						
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Fac Cap. Adj. factor due to Movement Capacity	tor Impeding mvmnt		1. 0.	.00 .38		1971 63 1.00 0.38 24	
Result for 2 stage proce a Y C t Probability of Queue fre	ss: e St.		1.	.00		24 1.00	
Step 4: LT from Minor St	•			7		10	
Part 1 - First Stage Conflicting Flows Potential Capacity Pedestrian Impedance Fac Cap. Adj. factor due to Movement Capacity	tor Impeding mvmnt						
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Fac Cap. Adj. factor due to Movement Capacity	tor Impeding mvmnt	:					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Fac Maj. L, Min T Impedance Maj. L, Min T Adj. Imp F Cap. Adj. factor due to Movement Capacity	tor factor actor. Impeding mvmnt		1 . 0 . 0 .	.00 .38 .50 .42		1971 70 1.00 0.69 48	
Results for Two-stage pr a Y C t	ocess:					48	
Worksheet 8-Shared Lane	Calculations						
Movement		7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph) Movement Capacity (vph) Shared Lane Capacity (vp	h)				12 48	0 24 291	109 657

Movement				7	8	9	10	11	12
				L	Т	R	L	Т	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

Movement	T	4	/	0	9	ΤU	$\perp \perp$	$\perp Z$
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	А						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	

_____TWO-WAY STOP CONTROL SUMMARY_____

Analyst: Agency/Co.: Date Performed: Analysis Time Period Intersection: Jurisdiction: Units: U. S. Customa Analysis Year: Project ID: Windham East/West Street: North/South Street: Intersection Orienta	Lynn The L 12/23 d: 4:15- MCC & Town ary 2033 n Correc Malli MCC/H ation: E	Farringt ouis Ber /2013 5:15 PM High & of Windh tional E son Fall igh Stre W	con Mallischam Facility Ls Road	oup on Stud	dy period	(hrs):	1.00	
	Vehic	le Volum	nes and	Adjustr	ments			
Major Street: Appro	bach	East	bound		West	bound		
Moven	nent	1	2	3	4	5	5	
		L	Т	R	L	T I	२	
Volume		12	61	1	4	304	L 6	
Peak-Hour Factor, PH	łF	0.50	0.79	0.25	0.25	0.89	0.69	
Hourly Flow Rate, HE	r R	24	77	4	16	341 2	23	
Percent Heavy Vehic	les	0			0			
Median Type/Storage		Undivid	led		/			
RT Channelized?		0	1 0		2	1 0		
Lanes		0	1 0		0	L O		
Unstroam Signal?			No			No		
opscieam signai:			NO			NO		
Minor Street: Appro	bach	Nort	hbound		Sout	hbound		
Moven	nent	7	8	9	10	11	L 2	
		L	Т	R	L	T I	२	
Volume		9	12	28	3	0	 L 4	
Peak Hour Factor, PH	łF	0.25	0.67	0.53	0.50	0.95).75	
Hourly Flow Rate, HE	F R	36	17	52	6	0	L8	
Percent Heavy Vehic	les	0	0	0	0	0)	
Percent Grade (%)			0			0		
Flared Approach: Ex	kists?/S	torage		No	/	N	o /	
Lanes		0	1 0		0	1 0		
Configuration			LTR			LTR		
De	elay, Qu	eue Leng WD	gth, and	l Level	of Servio	e		
Approach	凸 1	M B I -	NOTT 7 C		Q I 1 (50UTND0 11	1 0 1 0	
Lane Config	⊥ L.TR	4 A LTR	/ с т	, TR	9 10	י ב ב ד.דו	12	
hane coning			1		I		A.	
v (vph)	24	16	1	05		24		
C(m) (vph)	1206	1529	6	512		59)	
v/c	0.02	0.01	().17		0.) 4	
95% queue length	0.06	0.03	(0.62		0.	13	
Control Delay	8.0	7.4	1	12.1		11	. 4	
LUS Approach Dalar	А	А	1	В 2 1		B 1 1	Л	
Approach IOS			1	R R		LT L	• 4	
MALLOACH HOS				L L		ם		

_____TWO-WAY STOP CONTROL(TWSC) ANALYSIS_____

Phone: E-Mail: Fax:

Analyst: Lyr	n Farri	ngton					
Agency/Co.: The	e Louis 1	Berger (Group				
Date Performed: 12/	23/2013						
Analysis Time Period: 4:1	5-5:15	PM					
Intersection: MCC	C & High	& Mall:	ison				
Jurisdiction: Tow	n of Wi	ndham					
Units: U. S. Customary							
Analysis Year: 203	33						
Project ID: Windham Corr	rectiona	l Facil:	ity				
East/West Street: Mal	lison Fa	alls Roa	ad				
North/South Street: MCC	C/High S [.]	treet					
Intersection Orientation:	ΕW		S	tudy pe:	riod (h	rs): 1.(00
7	Vehicle Y	Volumes	and Ad	justmen	ts		
Major Street Movements	1	2	3	4	5	6	
	L	Т	R	L	Т	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	Undi	vided		/			
RT Channelized?							
Lanes	0	1 ()	0	1	0	
Configuration	L,	ΓR		L'	TR		
Upstream Signal?		No			No		
Minor Street Movements	7	8	9	10	11	12	
	L	Т	R	L	Т	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	e	No	/		No	/
RT Channelized?		_		-			
Lanes	0	1 ()	0	1	0	
Configuration		LTR			LTR		
Doc	lastrian	Volumo	and M	diuetmo	nte		
	13	14	15 15	16			

Lane Widt	h (ft)	12.0	12.0	12.0	12.0
Walking S	peed (ft/sec)	4.0	4.0	4.0	4.0
Percent B	lockage	0	0	0	0

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	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

Warkshaat	1 Critical	Can	and	Eallar un	Timo	Colquiation
NOTKBILEEC	- CIICICAI	Jap	ana	rorrow up	TTWE	Calculation

Critical	Gap Cal	culatio	on						
Movement		1	4	7	8	9	10	11	12
		L	L	L	Т	R	L	Т	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-U	p Time Ca	alculat	cions						
Movement		1	4	7	8	9	10	11	12
		L	L	L	Т	R	L	Т	R
t(f,base t(f,HV) P(HV) t(f)	.)	2.20 0.90 0 2.2	2.20 0.90 0 2.2	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3

Worksheet 5-Effect of Upstream Signals

Computation	1-Queue	Clearance	Time	at	Upstream	Signal			
					Мот	vement 2	Mov	ement 5	
					V(t) V(l,prot)		V(t)	V(l,prot)	

Total Saturation Flow Arrival Type Effective Green, g (se Cycle Length, C (sec) Rp (from Exhibit 16-13 Proportion vehicles as g(q1) g(q2) g(q)	Rate, ec) 1) rriving	s (vph) , on gree	en P					
Computation 2-Proport:	ion of	TWSC Int	tersect V	ion Tim Movem (t) V	e blo ent 2 (l,pro	cked M t) V(t)	ovement V(l,	5 prot)
alpha beta Travel time, t(a) (see Smoothing Factor, F Proportion of conflict Max platooned flow, V Min platooned flow, V Duration of blocked pe Proportion time blocked	c) ting fl (c,max) (c,min) eriod, ed, p	.ow, f t(p)		0.0	00		0.000	
Computation 3-Platoon	Event	Periods	Re	sult				
p(2) p(5) p(dom) p(subo) Constrained or unconst	trained	1?	0.0.	000				
Proportion unblocked for minor movements, p(x)	(Singl Prc	1) e-stage ocess	St	(2) Two-S age I	tage P	(3) rocess Stage I	I	
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 s Px V c,u,x	364	81	521	523	79	546	513	352
C r,x C plat,x								
Two-Stage Process	7		8		1 0		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	e and Cap	acity Ec	quations				
Step 1: RT	from Minor	st.			9		12	
 Conflicting	Flows				79		352	
Potential C	apacity				987		696	
Pedestrian	Impedance	Factor			1.00		1.00	
Movement Ca	pacity				987		696	
Probability	of Queue	free St.			0.95		0.97	
Step 2: LT	from Major	st.			4		1	
-								
Conflicting	Flows				81		364	
Potential C	apacity	_			1529		1206	
Pedestrian	Impedance	Factor			1.00		1.00	
Movement Ca	pacity				1529		1206	
Probability	of Queue	free St.			0.99		0.98	
Maj L-Share	d Prob Q f	ree St.			0.99		0.98	
Step 3: TH	from Minor	st.			8		11	
Conflicting	Flows				523		513	
Potential C	apacity				462		468	
Pedestrian	Impedance	Factor			1.00		1.00	
Cap. Adj. f	actor due	to Imped	ing mvmr	nt	0.97		0.97	
Movement Ca	pacity	-	2		446		452	
Probability	of Queue	free St.			0.96		1.00	
Step 4: LT	from Minor	st.			7		10	
Conflicting					E 0 1		E 4 C	
Confine Config	FLOWS				521		346 450	
Podestriar C	apacity	Eacta-			469 1 00		45Z	
reuestrian	Impedance	ractor	20		1.UU		1.00	
Maj. L, Min	T Tubeaar	TCE LACTO	L.		0.97		0.93	
Maj. L, Min	I Adj. In	ip ractor	•	. +	0.9/		0.95	
cap. Adj. I. Manamarka	actor due	to imped	.ing mvmr	IL	0.95		0.90	
Car	pacity				445		405	
Worksheet 7	-Computati	on of th	e Effect	c of Two-	stage Ga	np Accept	ance	
Step 3: TH	from Minor	st.			8		11	
 Dart 1 _ Fi	rst Stade							
Conflicting	Flowe							
Potential C	anacity							
Podectrian	Impedance	Factor						
Can Ndi f	actor due	to Tmnod	ing murr	- +				
Movement Co	nacity	co rmbed		10				
Probabilit (d)	pacity of One	free Ot						
γτιταδάττιτ	or Queue	rree St.						
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impedi Movement Capacity	.ng mvmnt							
--	-----------	---------------------------------	--	----------	---	-----------		
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impedi Movement Capacity	.ng mvmnt	5 4 1 0 4	23 62 .00 .97 46		513 468 1.00 0.97 452			
Result for 2 stage process: a Y C t Probability of Queue free St.		4 0	46		452 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 Impedi Movement Capacity	.ng mvmnt							
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impedi Movement Capacity	.ng mvmnt							
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Maj. L, Min T Impedance factor Maj. L, Min T Adj. Imp Factor. Cap. Adj. factor due to Impedi Movement Capacity	ng mvmnt	5 4 1 0 0 0 4	21 69 .00 .97 .97 .95 45		546 452 1.00 0.93 0.95 0.90 405			
Results for Two-stage process: a Y C t		4	45		405			
Worksheet 8-Shared Lane Calcul	ations							
Movement	7 L	8 T	9 R	10 L	11 T	12 R		
Volume (vph) Movement Capacity (vph) Shared Lane Capacity (vph)	36 445	17 446 612	52 987	6 405	0 452 590	18 696		

Movement	7	8	9	10	11	12
	L	Т	R	L	Т	R
C sep	445	446	987	405	452	696
Delay Q sep Q sep +1 round (Qsep +1)	50	± /	52	0	0	10
n max C sh SUM C sep n C act		612			590	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LTR	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		В			В	
Approach Delay				12.1			11.4	
Approach LOS				В			В	

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	С	F	В
Lane	Left	Left	Left	Left
Designated Moves	LR	LT	LTR	LR
Assumed Moves	LR	LT	LTR	LR
RT Channelized				
Long Litil				
Lane Ulli	1.000	1.000	1.000	1.000
Critical Headway, s	1.000 5.193	1.000 5.193	1.000 5.193	1.000 5.193
Critical Headway, s Entry Flow, veh/h	1.000 5.193 1241	1.000 5.193 599	1.000 5.193 483	1.000 5.193 370
Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h	1.000 5.193 1241 590	1.000 5.193 599 772	1.000 5.193 483 417	1.000 5.193 370 708
Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor	1.000 5.193 1241 590 0.995	1.000 5.193 599 772 0.986	1.000 5.193 483 417 0.949	1.000 5.193 370 708 0.959
Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h	1.000 5.193 1241 590 0.995 1235	1.000 5.193 599 772 0.986 590	1.000 5.193 483 417 0.949 458	1.000 5.193 370 708 0.959 355
Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h	1.000 5.193 1241 590 0.995 1235 587	1.000 5.193 599 772 0.986 590 761	1.000 5.193 483 417 0.949 458 396	1.000 5.193 370 708 0.959 355 680
Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio	1.000 5.193 1241 590 0.995 1235 587 2.104	1.000 5.193 599 772 0.986 590 761 0.776	1.000 5.193 483 417 0.949 458 396 1.157	1.000 5.193 370 708 0.959 355 680 0.522
Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio Control Delay, s/veh	1.000 5.193 1241 590 0.995 1235 587 2.104 519.3	1.000 5.193 599 772 0.986 590 761 0.776 23.0	1.000 5.193 483 417 0.949 458 396 1.157 126.9	1.000 5.193 370 708 0.959 355 680 0.522 13.6
Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio Control Delay, s/veh LOS	1.000 5.193 1241 590 0.995 1235 587 2.104 519.3 F	1.000 5.193 599 772 0.986 590 761 0.776 23.0 C	1.000 5.193 483 417 0.949 458 396 1.157 126.9 F	1.000 5.193 370 708 0.959 355 680 0.522 13.6 B

Baseline

TWO-WAY STOP CONTROL SUMMARY_____

Analyst: Lynr Agency/Co.: The Date Performed: 12/2 Analysis Time Period: 4:15 Intersection: Mosh Jurisdiction: Towr Units: U. S. Customary Analysis Year: 2033 Project ID: Windham Corre East/West Street: Mall North/South Street: Mosh Intersection Orientation:	Louis Be 23/2013 5-5:15 Ph her & Mai h of Gorl B Post ectional lison Str her Road NS	gton erger Gr 4 Llison nam Facilit ceet	oup Y St	udy :	period	d (hrs):	: 1.00	
Vehi	cle Volu	imes and	Adius	tmen	ts			
Major Street: Approach	Noi Noi	thbound	l	enterr	<u>Soι</u>	uthbound	1	
Movement	1	2	3		4	5	6	
	L	Т	R		L	Т	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	Undivi	ided		/				
RT Channelized?	0	1 0			0			
Lanes	0				0)	
Configuration	. با	I K No			ـ با	I K No		
opscieam signal:		NO				NO		
Minor Street: Approach	Wes	stbound			Eas	stbound		
Movement	7	8	9		10	11	12	
	L	Т	R		L	Т	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 ()	
Configuration		LTR				LTR		
Delay, Q	Queue Ler	ngth, an	d Leve	l of	Servi	Lce		
Approacn NB	A I	west	bound g	Q	1 -	East!	ound	1 0
Lane Config LTR	4 I.T.R.	/	0 LTR	9		LU _	TP.	ΙZ
					I	1		
v (vph) 1	67		429			8	3	
C(m) (vph) 1336	783		279			-	L57	
v/c 0.00	0.09		1.54			(0.05	
95% queue length 0.00	0.28		82.77			(0.16	
Control Delay /./	LU.U+		TOST			2	29.2	
A Approach Delay	D		г 1021				ע ר פר	
Approach LOS			F			2	D	
TEFF COOL DOD			-				-	

Phone: E-Mail: Fax:

	TWO-WAY STO	OP CONTR	OL (TWS	C) ANALY	KSIS		
Analyst: Agency/Co.: Date Performed: Analysis Time Period: Intersection: Jurisdiction: Units: U. S. Customary Analysis Year: Project ID: Windham C East/West Street: North/South Street: Intersection Orientati	Lynn Farrin The Louis N 12/23/2013 4:15-5:15 N Mosher & Ma Town of Go 2033 Post orrectional Mallison S Mosher Road on: NS	ngton Berger G allison rham l Facili treet d	roup ty S	tudy per	ciod (h:	rs): 1.	0 0
	Vehicle V	Volumes	and Ad	justment	.s		
Major Street Movements	1	2	3	4	5	6	
	L	Т	R	L	Т	R	
	1	765	1 /	<u> </u>	0.01		
Volume Daal Harris Dur		765	14	56	201	0	
Peak-Hour Factor, PHF	0.95	0.90	0.6/	0.83	0.83	0.95	
Peak-15 Minute Volume	0	212	5		6 L	0	
Hourly Flow Rate, HFR	1 O	850	20	6 /	242	0	
Percent Heavy Vehicles	0			0			
Median Type/Storage	Undi	vided		/			
RT Channelized?						-	
Lanes	0	1 0		0	1 (C	
Configuration	L	ΓR		LI	ΓR		
Upstream Signal?		No			No		
Minor Street Movements	7	8	9	10	11	12	
	L	Т	R	L	Т	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: Exis	ts?/Storage	e	No	/		No	/
RT Channelized?			-			-	
Lanes	0	1 0		0	1 (С	
Configuration		LTR			LTR		
		Vol	~~~- [_] ~				
Movements	redestrian 13	vo⊥umes 14	and A 15	ujustmer. 16	105		
Flow (ned/hr)	∩						
TTOM (PEGVIIT)	U	U	0	U			

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

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	feet

S2 Left-Turn

Through S5 Left-Turn

Through

2

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	Gan	and	Follow-up	Time	Calculation
MOLVENGEC	4-CIICICAI	Gap	anu	rorrow-up	TTWE	Calculation

Critical	. Gap Cal	culatio	on							
Movement	_	1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	R	
t(c,base	e)	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-U	Jp Time Ca	alculat	cions							
Movement	-	1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	R	
t(f,base t(f,HV) P(HV) t(f)	.)	2.20 0.90 0 2.2	2.20 0.90 0	3.50 0.90 0 3.5	4.00 0.90 0	3.30 0.90 0 3.3	3.50 0.90 0 3.5	4.00 0.90 0	3.30 0.90 0 3.3	
U (± /				J • J	·· · ·	J • J	0.0	±• Ŭ	J • J	

Worksheet 5-Effect of Upstream Signals

Computation	1-Queue	Clearance	Time	at	Upstream	Signal		
					Мол	vement 2	Mov	ement 5
					V(t)	V(l,prot)	V(t)	V(l,prot)

Total Saturation Flow	Rate,	s (vph)						
Effective Green, q (s	ec)							
Cycle Length, C (sec)	,							
Rp (from Exhibit 16-1	1)							
Proportion vehicles a	rriving	on gree	en P					
g(q1)								
$g(q_2)$								
9(4)								
Computation 2-Proport	ion of	TWSC In	tersect	ion Time	e blo	cked		
			V	Movem (t) V	ent 2 (l,prot	1) V(t)	vement V(l,	prot)
alpha								
beta Travol timo t(a) (co								
Smoothing Factor, F	C)							
Proportion of conflic	ting fl	.ow, f						
Max platooned flow, V	(c,max)	·						
Min platooned flow, \ensuremath{V}	(c,min)							
Duration of blocked p	eriod,	t(p)						
Proportion time block	ed, p			0.0	00		0.000	
Computation 3-Platoon	Event	Periods	Re	sult				
p(2)			0.	000				
p(5)			0.	000				
p(dom)								
Constrained or uncons	trained	12						
		•						
Proportion								
unblocked	(1)		(2)		(3)		
for minor	Singl	e-stage		Two-S	tage Pi	rocess	-	
movements, $p(x)$	Pro	cess	Sta	age I		Stage I	T	
p(1)								
р(4)								
p(7)								
p(8)								
p(9)								
p(10) p(11)								
p(12)								
Computation 4 and 5								
Single-Stage Process	_	_	_					
Movement	1	4	·/	8	9	10	11	12
	Ь	L	Ц	T	R	Ь	1	K
V c, x	242	870	1242	1238	860	1439	1248	242
S								
Px								
v c,u,x								
Cr,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)								
/(c,u,x)								
C(r,x)								
C(plat,x)								
Worksheet 6-	Impedance	and Cap	acity Ec	quations				
Step 1: RT f	rom Minor	St.			9		12	
Conflicting	Flows				860		242	
Potential Ca	pacity				359		802	
Pedestrian I	Impedance	Factor			1.00		1.00	
Movement Cap	acity				359		802	
Probability	of Queue	free St.			0.06		1.00	
Step 2: LT f	from Major	St.			4		1	
Conflicting	Flows				870		242	
Potential Ca	pacity				783		1336	
Pedestrian I	mpedance	Factor			1.00		1.00	
Movement Car	acity	1 40001			783		1336	
Probability	of Oueue	free St.			0.91		1.00	
Maj L-Shared	l Prob Q f	ree St.			0.90		1.00	
Step 3: TH f	rom Minor	St.			8		11	
Conflicting	Flows				1238		1248	
Potential Ca	pacity				177		175	
Pedestrian I	Impedance	Factor			1.00		1.00	
Cap. Adj. fa	ictor due	to Imped	ling mvmr	nt	0.90		0.90	
Movement Cap	pacity	-	-		159		157	
Probability	of Queue	free St.			0.60		0.95	
Step 4: LT f	rom Minor	St.			7		10	
Conflicting	Flows				1242		1439	
Potential Ca	pacity				153		112	
Pedestrian I	Impedance	Factor			1.00		1.00	
Maj. L, Min	T Impedan	ce facto	r		0.85		0.54	
Maj. L, Min	T Adj. Im	p Factor	•		0.89		0.64	
Cap. Adj. fa	ctor due	to Imped	ling mvmr	nt	0.89		0.04	
Movement Cap	pacity	÷	-		136		4	
 Worksheet 7-		on of th	e Effect	. of Two-	stage Ga	p Accept	ance	
Stop 3. TH f	From Minor	Q+						
1U T	MILIIOL	νι. 			0		⊥ ⊥ 	
Part 1 - Fir	st Stage							
Conflicting	Flows							
Potential Ca	pacity							
Pedestrian I	mpedance	Factor						
Cap. Adj. fa	ictor due	to Imped	ling mvmr	nt				
Movement Cap	acity	-						
Probability	ot Queue	tree St.						

Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impedin Movement Capacity	ng mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impedin Movement Capacity	ng mvmnt	1 1 1 0 1	238 77 .00 .90 59		1248 175 1.00 0.90 157	
Result for 2 stage process: a y C t Probability of Queue free St.		1 0	59 .60		157 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 Impedin Movement Capacity	ng mvmnt					
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Impedin Movement Capacity	ng mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Maj. L, Min T Impedance factor Maj. L, Min T Adj. Imp Factor. Cap. Adj. factor due to Impedin Movement Capacity	ng mvmnt	1 1 0 0 0 1	242 53 .00 .85 .89 .89 36		1439 112 1.00 0.54 0.64 0.04 4	
Results for Two-stage process: a Y C t		1	36		4	
Worksheet 8-Shared Lane Calcula	ations					
Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph) Movement Capacity (vph) Shared Lane Capacity (vph)	27 136	63 159 279	339 359	0 4	8 157 157	0 802

Movement	7	8	9	10	11	12
	L	Т	R	L	Т	R
C sep Volume	136 27	159 63	359 339	4 0	157 8	802 0
Delay Q sep Q sep +1 round (Qsep +1)						
n max C sh SUM C sep n C act		279			157	

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

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	В		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

_____TWO-WAY STOP CONTROL SUMMARY_____

Analyst: Agency/Co.: Date Performed: Analysis Time Period Intersection: Jurisdiction: Units: U. S. Customa Analysis Year: Project ID: Windham East/West Street: North/South Street: Intersection Orienta	Lynn H The Lo 12/23, d: 4:15-9 Mallis Town o ary 2033 H n Correct Mallis River	Farring ouis Be /2013 5:15 PM son & R of Wind Post tional son Fal Road S	ton rger Gro iver ham Facility ls Road	oup Y Stu	ıdy	period	(hrs):	1.00	
	Vehic	le Volu	mes and	Adiust	men	ts			
Major Street: Appro	venre. Dach	Nor	thbound	114 J 45 6		Sout	hbound]	
Moven	nent	1	2	3		4	5	6	
		L	Т	R	Ì	L	Т	R	
Volume Peak-Hour Factor, PH Hourly Flow Rate, HH Percent Heavy Vehicl Median Type/Storage BT Channelized?	IF FR Les	322 0.88 365 0 Undivi	781 0.92 848 ded		/		341 0.88 387 	5 0.25 20 	
Lanes		0	1				1 0)	
Configuration		LT					TR	R	
Upstream Signal?			No				No		
Minor Street: Appro Moven	oach nent	Wes 7 L	tbound 8 T	9 R		East 10 L	bound 11 T	12 R	
Volume Peak Hour Factor, PH Hourly Flow Rate, HH Percent Heavy Vehicl Percent Grade (%) Flared Approach: Ex Lanes Configuration	IF TR les kists?/St	torage	0		/	12 0.75 16 0	0 0.95 0 0 0 1 LTR	103 0.76 135 0 No	/
De	elay, Que	eue Len	gth, and	d Level	. of	Servio	e		
Movement	NB X	5B 4 I	vest	souna R	9	1 10	Eastr 1	1 1	12
Lane Config	LT	-		5	5		L	JTR	10
v (vph) C(m) (vph) v/c 95% queue length Control Delay LOS Approach Delay Approach LOS	365 1163 0.31 1.37 9.5 A						1 2 0 3 3 3	.51 277 0.55 3.41 33.3 D 33.3 D	

Phone: E-Mail: Fax:

	TWO-WAY STC	P CONI	ROL (TWS	SC) ANALY	KSIS		
Analyst: Agency/Co.: Date Performed: Analysis Time Period: Intersection: Jurisdiction: Units: U. S. Customary Analysis Year: Project ID: Windham C East/West Street: North/South Street: Intersection Orientati	Lynn Farrin The Louis E 12/23/2013 4:15-5:15 F Mallison & Town of Win 2033 Post Correctional Mallison Fa River Road	gton erger M dham Facil	Group .ity ad	Study per	ciod (hr	cs): 1.	00
	Vehicle V	/olumes	and Ac	liustmont	- q		
Major Street Movements	L	2 T	3 R	4 L	5 T	6 R	
Volume Peak-Hour Factor, PHF Peak-15 Minute Volume Hourly Flow Rate, HFR Percent Heavy Vehicles Median Type/Storage	322 0.88 91 365 0 Undiv	781 0.92 212 848 		/	341 0.88 97 387 	5 0.25 5 20 	
RT Channelized? Lanes Configuration Upstream Signal?	0 LI	1 No			1 (TF No) R	
Minor Street Movements	; 7 L	8 T	9 R	10 L	11 T	12 R	
Volume Peak Hour Factor, PHF Peak-15 Minute Volume Hourly Flow Rate, HFR Percent Heavy Vehicles Percent Grade (%) Flared Approach: Exis	s sts?/Storage	0		12 0.75 4 16 0 /	0 0.95 0 0 0 0	103 0.76 34 135 0 No	/
Configuration				0	1 (LTR)	
Movements	Pedestrian 13	Volume 14	es and A	Adjustmer 16	nts		

Flow (ped/hr) 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

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	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 Calo	culatio	on							
Movement		1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	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,q)				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-U	p Time Ca	alculat	tions							
Movement	-	1	4	7	8	9	10	11	12	
		L	L	L	Т	R	L	Т	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		
					Мот	vement 2	Mov	ement 5
					V(t)	V(l,prot)	V(t)	V(l,prot)

V prog

Total Saturation Flow Arrival Type Effective Green, g (se Cycle Length, C (sec) Rp (from Exhibit 16-12 Proportion vehicles an g(q1) g(q2) g(q)	Rate, ec) 1) criving	s (vph) on gre	en P					
Computation 2-Proport:	ion of	TWSC In	tersect V	ion Tim Movem (t) V	ne blo nent 2 7(1,pro	cked Ma t) V(t)	ovement V(l,p	5 prot)
alpha beta Travel time, t(a) (see Smoothing Factor, F Proportion of conflict Max platooned flow, V Min platooned flow, V Duration of blocked pe Proportion time blocked	c) (c,max) (c,min) eriod, ed, p	ow, f t(p)		0.0	00		0.000	
Computation 3-Platoon	Event	Periods	Re	sult				
p(2) p(5) p(dom) p(subo) Constrained or unconst	crained	?	0. 0.	000				
Proportion unblocked for minor movements, p(x)	(Singl Pro	1) e-stage cess	St	(2) Two-S age I	tage P:	(3) rocess Stage II	I	
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 s Px V c,u,x	407					1975	1975	397
C r,x C plat,x								
Two-Stage Process	7		8		1 0		11	

C(r,x)

S P(x) V(c,u,x)

C(plat,x)

Worksheet 6-Impedance and Capacity Equations

397	
551	
657	
1.00	
657	
0.79	
1	
407	
1163	
1.00	
1163	
0.69	
0.37	
11	
1975	
63	
1.00	
0.37	
24	
1.00	
10	
1975	
69	
1.00	
0.69	
47	
	69 1.00 0.69 47

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step	3:	TH	from	Minor	St.	 8	11
Part	1 .	- Fi	irst :	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 Fa Cap. Adj. factor due to Movement Capacity	ctor Impeding mvmnt						
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Fa Cap. Adj. factor due to Movement Capacity	ctor Impeding mvmnt		1.0 0.3	0		1975 63 1.00 0.37 24	
Result for 2 stage proce a Y C t Probability of Queue fre	ess: ee St.		1.0	0		24 1.00	
Step 4: LT from Minor S	t.			7		10	
Part 1 - First Stage Conflicting Flows Potential Capacity Pedestrian Impedance Fa Cap. Adj. factor due to Movement Capacity	ctor Impeding mvmnt						
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Fa Cap. Adj. factor due to Movement Capacity	ctor Impeding mvmnt						
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Fa Maj. L, Min T Impedance Maj. L, Min T Adj. Imp Cap. Adj. factor due to Movement Capacity	ctor factor Factor. Impeding mvmnt		1.0 0.3 0.5 0.4	0 7 0 0		1975 69 1.00 0.69 47	
Results for Two-stage p a Y C t	rocess:					47	
Worksheet 8-Shared Lane	Calculations						
Movement		7 8 L 7	З Г	9 R	10 L	11 T	12 R
Volume (vph) Movement Capacity (vph) Shared Lane Capacity (v	ph)				16 47	0 24 277	135 657

Movement	7	8	9	10	11	12
	L	Т	R	L	Т	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 Leve	l of Se	rvice			

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	

TWO-WAY STOP CONTROL SUMMARY_____

Analyst: Agency/Co.: Date Performed: Analysis Time Per Intersection: Jurisdiction: Units: U. S. Cust Analysis Year: Project ID: Wind East/West Street: North/South Stree Intersection Orie	Lynn The 12/2 iod: 4:15 MCC Town omary 2033 ham Corre Mall t: MCC/ ntation:	Farrin Louis D 3/2013 -5:15 D & High of Win Post ctional ison Fa High S EW	ngton Berger Gr & Mallis ndham l Facilit alls Road treet	oup on y St	udy j	period	(hrs)	: 1.00	
	Vehi	cle Vo	lumes and	Adjus	stment	ts			
Major Street: Ap	proach	Εā	astbound	2		West	tbound	1	
Mo	vement	1	2	3	- I -	4	5	6	
		L	Т	R]	L	Т	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 Veh	icles	0			(0			
Median Type/Stora	ge	Undi	vided		/				
RT Channelized?									
Lanes		0	1 0			0	1	0	
Configuration		1	LTR			Г.Т.1	K		
opstream signal:			NO				NO		
Minor Street: Ap	proach	No	orthbound	-		Sout	thbour	ıd	
Mo	vement	7	8	9		10	11	12	
		L	Т	R		Ĺ	Т	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 Veh	icles	0	0	0		0	0	0	
Percent Grade (%)			0		,		0		,
Flared Approach:	Exists?/	Storage	9	No	/	0	1	NO	/
Lanes		0	I U ITD			0	l ттр	0	
	_		_						
Approach	_Delay, Q [.] FR	ueue Le WR	ength, an Nort	d Leve	e⊥ of ≀	Servi	ce	hhound	
Movement	1	4	7	8	9	1 10	0	11	12
Lane Config	LTR	LTR	·	LTR	5		0	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	
LUS Approprie Dr. 1	А	А						В 11 Э	
Approach Loc				10.0				11.J D	
мрьтояси тор				C				D	

_____TWO-WAY STOP CONTROL(TWSC) ANALYSIS_____

Phone: E-Mail: Fax:

Analvst: L	vnn Farri	ngton								
Agency/Co.: T	he Louis	Berger	Group							
Date Performed: 1	2/23/2013	2	L							
Analysis Time Period: 4	:15-5:15 PM									
Intersection: M	ICC & High & Mallison									
Jurisdiction: T	'own of Windham									
Units: U. S. Customary										
Analysis Year: 2	033 Post									
Project ID: Windham Co	rrectiona	l Facil	itv							
East/West Street: M	allison F	alls Ro	ad							
North/South Street: M	CC/High S	treet								
Intersection Orientatio	n: EW		S	tudy pe	riod (h	rs): 1.	0 0			
	Vehicle	Volumes	and Ad	justmen	t 9					
Major Street Movements	1	2	3	4	5 5	6				
	- L	T	R	T,	Τ	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	Undi	vided		/						
RT Channelized?										
Lanes	0	1	0	0	1	0				
Configuration	L	TR		L	TR					
Upstream Signal?		No			No					
Minor Street Movements	7	8	9	10	11	12				
	L	Т	R	L	Т	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: Exist	s?/Storag	е	No	/		No	/			
RT Channelized?	-									
Lanes	0	1	0	0	1	0				
Configuration		LTR			LTR					
P Movements	edestrian 13	Vo⊥ume 14	s and A 15	djustme: 16	nts					
Flow (ped/hr)		0	0	0						
	0	0	0	0						

Lane Widt	h (ft)	12.0	12.0	12.0	12.0
Walking S	Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent E	Blockage	0	0	0	0

Prog.	Sat	Arrival	Green	Cycle	Prog.	Distance
Flow	Flow	Туре	Time	Length	Speed	to Signal
vph	vph		sec	sec	mph	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
	I OTICIOUI	Jup	ana	rorrow ap	T T U(C	ourouracron

Critical	Gap Calo	culation	า						
Movement		1	4	7	8	9	10	11	12
		L	L	L	Т	R	L	Т	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	o Time Ca	alculat:	ions						
Movement		1	4	7	8	9	10	11	12
		L	L	L	Т	R	L	Т	R
t(f,base) t(f,HV) P(HV) t(f))	2.20 0.90 0 2.2	2.20 0.90 0 2.2	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3	3.50 0.90 0 3.5	4.00 0.90 0 4.0	3.30 0.90 0 3.3

Worksheet 5-Effect of Upstream Signals

Computation	1-Queue	Clearance	Time	at	Upstream	Signal		
					Мот	vement 2	Mov	ement 5
					V(t)	V(l,prot)	V(t)	V(l,prot)

Total Saturation Flow Arrival Type Effective Green, g (se Cycle Length, C (sec) Rp (from Exhibit 16-13 Proportion vehicles an g(q1) g(q2) g(q)	Rate, ec) 1) rrivinç	s (vph) on gree	en P					
Computation 2-Proport:	ion of	TWSC Int	ersect V	ion Tim Movem (t) V	e blo lent 2 (l,pro	cked M t) V(t)	lovement V(l,	5 prot)
alpha beta Travel time, t(a) (see Smoothing Factor, F Proportion of conflict Max platooned flow, V Min platooned flow, V Duration of blocked pe Proportion time blocked	c) ting fl (c,max) (c,min) eriod, ed, p	ow, f t(p)		0.0	00		0.000	
Computation 3-Platoon	Event	Periods	Re	sult				
p(2) p(5) p(dom) p(subo) Constrained or unconst	trained	1?	0. 0.	000 000				
Proportion unblocked for minor movements, p(x)	(Singl Prc	1) e-stage ocess	St	(2) Two-S age I	tage P	(3) rocess Stage I	I	
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 s Px V c,u,x	364	89	549	551	83	548	545	352
C r,x C plat,x								
Two-Stage Process	7		8		1 0		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 6-1	Impedance	e and Cap	acity Ec	quations				
Step 1: RT f	rom Minor	St.			9		12	
Conflicting 1	Flows				83		352	
Potential Ca	pacity				982		696	
Pedestrian In	mpedance	Factor			1.00		1.00	
Movement Capa	acity				982		696	
Probability (of Queue	free St.			1.00		0.97	
Step 2: LT f:	rom Major	St.			4		1	
Conflicting	Flows				89		364	
Potential Ca	pacity				1519		1206	
Pedestrian I	npedance	Factor			1.00		1.00	
Movement Cap	acity	1 4 0 0 0 1			1519		1206	
Probability (of Queue	free St.			0.98		0.98	
Maj L-Shared	Prob Q f	ree St.			0.98		0.98	
Step 3: TH f:	rom Minor	St.			8		11	
Conflicting					551		545	
Potential Ca	pacity				445		449	
Pedestrian I	npedance	Factor			1.00		1.00	
Cap. Adi. fa	tor due	to Imped	ing mymr	ht	0.96		0.96	
Movement Cap	acity	00 1mp00			425		429	
Probability (of Queue	free St.			0.96		1.00	
Step 4: LT f:	rom Minor	st.			7		10	
Conflicting					<u> </u>		<u> </u>	
Dotortial Con					749 720		740 750	
Podestrian Tr	pacity mpedance	Factor			4JU 1 00		4JU 1 AA	
Mai I. Min '	T Impedan	LACLUL	r		1.00 1.00		1.00 0 02	
мај I. Mir '		re radiu	· - .		0.90 N 87		0.92	
Can Adi fo	tor due	to Impod	• ina mumr	ht-	0. <i>91</i>		0.94	
Movement Capa	acity	co rmbeo		1.0	424		422	
Worksheet 7-0	Computati	on of th	e Effect	c of Two-	stage Ga	p Accept	ance	
Step 3: TH f	rom Minor	St.			8		11	
Part 1 - Fir: Conflicting I Potential Cap Pedestrian In Cap. Adj. fac Movement Capa Probability (st Stage Flows pacity mpedance ctor due acity	Factor to Imped	ing mvmr	nt				

Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Imped: Movement Capacity	ing mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Imped: Movement Capacity	ing mvmnt	5 4 1 0 4	51 45 .00 .96 25		545 449 1.00 0.96 429	
Result for 2 stage process: a y C t Probability of Queue free St.		40	25 .96		429 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 Imped: Movement Capacity	ing mvmnt					
Part 2 - Second Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Cap. Adj. factor due to Imped: Movement Capacity	ing mvmnt					
Part 3 - Single Stage Conflicting Flows Potential Capacity Pedestrian Impedance Factor Maj. L, Min T Impedance factor Maj. L, Min T Adj. Imp Factor Cap. Adj. factor due to Imped: Movement Capacity	r ing mvmnt	5 4 1 0 0 0 4	49 50 .00 .96 .97 .94 24		548 450 1.00 0.92 0.94 0.94 422	
Results for Two-stage process a Y C t	:	4	24		422	
Worksheet 8-Shared Lane Calcul	lations					
Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph) Movement Capacity (vph) Shared Lane Capacity (vph)	96 424	17 425 424	0 982	6 422	0 429 599	18 696

Movement	7	8	9	10	11	12
	L	Т	R	L	Т	R
C sep	424	425	982	422	429	696
Volume	96	\perp /	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 9-Computation of Effect of Flared Minor Street Approaches

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		С			В	
Approach Delay				16.6			11.3	
Approach LOS				С			В	

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	С	F	В
Lane	Left	Left	Left	Left
Lane Designated Moves	Left LR	Left LT	Left LTR	Left LR
Lane Designated Moves Assumed Moves	Left LR LR	Left LT LT	Left LTR LTR	Left LR LR
Lane Designated Moves Assumed Moves RT Channelized	Left LR LR	Left LT LT	Left LTR LTR	Left LR LR
Lane Designated Moves Assumed Moves RT Channelized Lane Util	Left LR LR 1.000	Left LT LT 1.000	Left LTR LTR 1.000	Left LR LR 1.000
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s	Left LR LR 1.000 5.193	Left LT LT 1.000 5.193	Left LTR LTR 1.000 5.193	Left LR LR 1.000 5.193
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s Entry Flow, veh/h	Left LR LR 1.000 5.193 1248	Left LT LT 1.000 5.193 599	Left LTR LTR 1.000 5.193 484	Left LR LR 1.000 5.193 370
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h	Left LR LR 1.000 5.193 1248 590	Left LT LT 1.000 5.193 599 771	Left LTR LTR 1.000 5.193 484 416	Left LR LR 1.000 5.193 370 708
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor	Left LR LR 1.000 5.193 1248 590 0.995	Left LT LT 1.000 5.193 599 771 0.986	Left LTR LTR 1.000 5.193 484 416 0.949	Left LR LR 1.000 5.193 370 708 0.959
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h	Left LR LR 1.000 5.193 1248 590 0.995 1242	Left LT LT 1.000 5.193 599 771 0.986 590	Left LTR LTR 1.000 5.193 484 416 0.949 459	Left LR LR 1.000 5.193 370 708 0.959 355
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h	Left LR LR 1.000 5.193 1248 590 0.995 1242 587	Left LT LT 1.000 5.193 599 771 0.986 590 760	Left LTR LTR 1.000 5.193 484 416 0.949 459 395	Left LR LR 1.000 5.193 370 708 0.959 355 679
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio	Left LR LR 1.000 5.193 1248 590 0.995 1242 587 2.116	Left LT LT 1.000 5.193 599 771 0.986 590 760 0.777	Left LTR LTR 1.000 5.193 484 416 0.949 459 395 1.163	Left LR LR 1.000 5.193 370 708 0.959 355 679 0.523
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h V/C Ratio Control Delay, s/veh	Left LR LR 1.000 5.193 1248 590 0.995 1242 587 2.116 524.6	Left LT LT 1.000 5.193 599 771 0.986 590 760 0.777 23.0	Left LTR LTR 1.000 5.193 484 416 0.949 459 395 1.163 129.1	Left LR LR 1.000 5.193 370 708 0.959 355 679 0.523 13.6
Lane Designated Moves Assumed Moves RT Channelized Lane Util Critical Headway, s Entry Flow, veh/h Cap Entry Lane, veh/h Entry HV Adj Factor Flow Entry, veh/h Cap Entry, veh/h Cap Entry, veh/h V/C Ratio Control Delay, s/veh LOS	Left LR LR 1.000 5.193 1248 590 0.995 1242 587 2.116 524.6 F	Left LT LT 1.000 5.193 599 771 0.986 590 760 0.777 23.0 C	Left LTR LTR 1.000 5.193 484 416 0.949 459 395 1.163 129.1 F	Left LR LR 1.000 5.193 370 708 0.959 355 679 0.523 13.6 B

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

N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear

					Groups	Printed- Ca	rs - Trucks							
		High St		M	allison Falls Ro	1	Cor	rectional Ctr I	Dwy	M	Mallison Falls Rd			
		From North			From East			From South			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	22	1	12	
08.00 AM	1	2	0	0	10	0	0	0	0	0	25	1	45	
08:15 AM	2	2	0	5	3	1	0	0	0	1	10	4	30	
08:30 AM	5	1	2	6	1	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	
Appreh %	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	

		Hig	n St		Mallison Falls Rd					Correction	nal Ctr Dw	у					
		From	North			Fron	1 East			From	South			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 Fr	om 07:00 AN	A to 08:45 A	AM - Peak	1 of 1													
Peak Hour for Entire In	ntersection B	egins 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

N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear



480

N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear

	High St				Mallison Falls Rd				Correctional Ctr Dwy								
		From 1	North			From	East			From	South			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 Fr	om 07:00 AM	1 to 08:45 A	M - Peak	1 of 1													
Peak Hour for Each Ap	oproach Begir	ns 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	

N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear



N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear

					Gr	oups Printed	- Cars						
		High St		Ma	allison Falls Ro	d	Corr	rectional Ctr I	Dwy	M			
		From North			From East	m East		From South					
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					Mallisor	ı Falls Rd			nal Ctr Dw	у	Mallison Falls Rd					
		Fron	1 North			Fron	n East			From	n South		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 Fre	om 07:00 Al	M to 08:45	AM - Peal	c 1 of 1													
Peak Hour for Entire Ir	ntersection E	Begins at 0'	7:00 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

N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear



N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear

	High St				Mallison Falls Rd					Correction	al Ctr Dwy		Mallison Falls Rd				
		From N	lorth			From	ı East			From	South		From West				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right A	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis Fr	om 07:00 AM	1 to 08:45 A	M - Peak	1 of 1													
Peak Hour for Each Ap	pproach Begir	ns 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	
N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear



N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear

					Gro	ups Printed-	Trucks						
		High St		Ma	allison Falls Ro	1	Cori	rectional Ctr D)wy	М	allison Falls R	d	
		From North			From East			From South			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	

		Hi	gh St			Mallison	ı Falls Rd			Correction	nal Ctr Dw	у		Mallison	Falls Rd		
		Fron	n North			From	n East			Fron	1 South	-		From	n 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 Fre	om 07:00 Al	M to 08:45	AM - Peal	c 1 of 1													
Peak Hour for Entire In	tersection B	Begins at 07	7:00 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

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N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear

		High	St			Mallison	Falls Rd			Correction	al Ctr Dwy			Mallison	Falls Rd		
		From I	North			From	East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right A	pp. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis Fr	om 07:00 AM	to 08:45 A	M - Peak	1 of 1													
Peak Hour for Each Ap	pproach Begin	s 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	

N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear



490

N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear

					Groups P	rinted- Car	s - Trucks						
		High St		Malli	son Falls Rd		Corre	ectional Ctr Dw	vy	Malli	son Falls Rd		
	Fr	om North		F	rom East]	From South		Fr	om 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
04:00 I M	1	0	1	3	55	3	- -	1	5	0	9	0	84
04:10 PM	0	0	3	0	49	0	0	3	8	2	10	ő	75
04:50 PM	1	0	3	0	50	4	0 0	3	2	4	12	Ő	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
Appreh %	41.9	11.6	46.5	43	88.8	6.9	19.8	21.8	58.4	16.6	74.2	9.2	011
Total %	21	0.6	2 4	27	56.5	4 4	2.4	21.0	7	3.2	14.3	1.8	
Cars	18	5	20	23	475	37	20	2:0	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	õ	Ő	õ	õ	0.4	0	0	0	0	õ	Ő	õ	0.2

			High From 1	h St North			Mallison From	Falls Rd 1 East			Correction From	al Ctr Dw South	У		Mallison From	Falls Rd 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 H	Iour Analysis Fr	om 03:00 PN	1 to 05:45 P	M - Peak	1 of 1													
Peak H	lour for Entire In	ntersection B	egins 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
61	% 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



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

I can mour for Each m	pprouen Degn	115 u t.														
	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

N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear



N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear

					Grou	ips Printed- Ca	ars						
		High St		Malli	son Falls Rd		Correc	tional Ctr Dw	y	Malli	son Falls Rd		
	Fr	om North		Fi	om East		Fr	om South		Fr	om 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
Appreh %	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			Mallison	Falls Rd			Correction	al Ctr Dw	y		Mallison	Falls Rd		
		From I	North			Fron	1 East			From	South			From	n 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 Fr	om 03:00 PM	to 05:45 P	M - Peak	1 of 1													
Peak Hour for Entire In	ntersection Be	gins at 04:0	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

N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear



N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear

		High	St			Mallison	Falls Rd		(Correction	al Ctr Dwy	7		Mallison	Falls Rd		
		From I	North			Fron	n East			From	South			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 Fr	om 03:00 PM	to 05:45 P	M - Peak	1 of 1													
Peak Hour for Each Ap	pproach Begir	ns 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	

N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear



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

					Grou	ps Printed- T	rucks						
		High St		Mal	lison Falls Rd		Corre	ectional Ctr D	wy	Ma	allison Falls Ro	d	
	Fr	om North]	From East]	From South	-		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 From N	l St North			Mallison	Falls Rd			Correction	al Ctr Dw	у		Mallison	Falls Rd West		
		FIOH 1	NOTTI			FION	Lasi			FION	South			FIOI	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 Fr	om 03:00 PM	to 05:45 Pl	M - Peak	1 of 1													
Peak Hour for Entire In	ntersection Be	gins at 03:0	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

498

N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear



N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear

		Hig	h St			Mallison	Falls Rd			Correction	al Ctr Dwy			Mallison	Falls Rd		
		From	North			From	East			From	South			From	n 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 Fr	om 03:00 PM	to 05:45 P	M - Peak	1 of 1													
Peak Hour for Each Ap	pproach Begin	s 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	

N/S Street : High St / Correctional Ctr E/W Street: Mallison Falls Rd City/State : Windham, ME Weather : Clear



		Gro	ups Printed- Cars	- Trucks			
	River	Rd	Rive	r Rd	Mallison	Falls Rd	
	From N	lorth	From	South	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			River Rd			Mallison Falls Rd			
		From North			From South			From West	t		
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 Inters	ection Begins a	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	

File Name	: 16320002
Site Code	: 16320002
Start Date	: 12/12/2013
Page No	: 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

i cun mour for Euch approx	ten Degins ut.								
	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

N/S Street : River Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear



			Groups Printed- (Cars				
	River R	d	River	Rd	Mallison	Falls Rd		
	From North		From	From South		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		
1		'						

	River Rd From North			River Rd			N	Rd		
Start Time	Thru	Right	App. Total	Left	Thru	App Total	Left	Right	Ann Total	Int Total
Peak Hour Analysis From (07:00 AM to 08	3:45 AM - Peak	1 of 1	Lett	Tinu	App. Total	Lett	Kigitt	App. Total	Int. Totai
Peak Hour for Entire Inters	ection Begins a	t 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

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 07:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

	aen Degino ac.								
	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

N/S Street : River Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear



		0	Froups Printed- Tr	ucks			
	River R	d	River	· Rd	Mallison	Falls Rd	
	From North		From S	South	From		
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			N	Rd		
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	c 1 of 1							
Peak Hour for Entire Inters	ection Begins a	t 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

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 07:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

I can mour for Each reppion	den Degins dt.									
	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	

N/S Street : River Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear



		Grou	ips Printed- Cars -	- Trucks			
	River R	d	River	Rd	Mallison	Falls Rd	
	From No	rth	From S	South	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	1	Ν	Aallison Falls From Wes	s Rd t	
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	5:45 PM - Peak	1 of 1			••				
Peak Hour for Entire Inters	ection Begins a	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

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:

F	04.00 PM			05-00 PM			03-15 PM		
	04.001101			05.001101			05.151 11		
+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

N/S Street : River Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear



			Groups Printed- C	Cars			
	River	Rd	River	· Rd	Mallison	Falls Rd	
	From N	orth	From S	South	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			River Rd		N	Rd		
		From North			From South	n				
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 Inters	ection Begins a	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

N/S Street : River Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

real riour for Each rippio	aen Degins 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	

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



		Gi	roups Printed- Truck	S			
	River Rd		River Rd		Mallison F	alls Rd	
	From North	h	From Sout	h	From V	Vest	
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			River Rd		N	Mallison Falls	Rd		
		From North	l		From Sout	h		From Wes	t		
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 Inters	ection 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	

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:

real riour for Each rippio	aen Degins 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	

N/S Street : River Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear



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		М	allison Falls R	d		Mosher Rd			Mallison St		
		From North			From East			From South			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				Mallison	Falls Rd			Mosh	er Rd		Mallison St				
		From	North			From	East		From South				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 Fr	om 07:00 AN	1 to 08:45	AM - Peak 1	of 1													
Peak Hour for Entire In	ntersection Be	egins 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

520

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear


N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

	Mosher Rd					Mallison	Falls Rd			Mosh	er Rd			Malli	ison St		
		From	North			From	East			From	South			Fron	n 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 Fr	om 07:00 AM	I to 08:45 A	AM - Peak	1 of 1													
Peak Hour for Each Ap	oproach Begin	is 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	

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear



N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

					Gr	oups Printed	- Cars						
		Mosher Rd		Ma	allison Falls Ro	1		Mosher Rd			Mallison St		
		From North			From East			From South			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	

		Moshe	er Rd			Malliso	n Falls Rd			Mos	her Rd			Mall	ison St		
		From 1	North			From	n East			Fron	n South			Fron	n 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 Fr	om 07:00 AM	I to 08:45 A	M - Peak	1 of 1													
Peak Hour for Entire In	ntersection Be	gins at 07:0	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

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear



N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

		Mosh	er Rd			Mallison	Falls Rd			Mosh	er Rd			Mallis	son St		
		From	North			Fron	1 East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right A	pp. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis Fr	om 07:00 AM	to 08:45	AM - Peak	1 of 1													
Peak Hour for Each Ap	pproach Begin	s 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	
MApp. 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	

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear



N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

					Grou	ips Printed- T	rucks						
	Ν	Mosher Rd		Ma	llison Falls Rd			Mosher Rd			Mallison St		
	F	rom North			From East			From South			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	

		Mosh	er Rd			Mallison	Falls Rd			Mosł	er Rd			Malli	son St		
		From	North			From	ı East			From	South			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 Fr	om 07:00 AM	1 to 08:45 A	AM - Peak	1 of 1													
Peak Hour for Entire In	ntersection Be	egins 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

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear



N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

		Mosh	er Rd			Mallison	Falls Rd			Mosh	er Rd			Mallis	son St		
		From	North			From	East			From	South			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 Fr	om 07:00 AM	I to 08:45	AM - Peak	1 of 1													
Peak Hour for Each Ap	pproach Begin	is 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	

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear



N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

					Group	s Printed- Ca	rs - Trucks						
		Mosher Rd		M	allison Falls R	d		Mosher Rd			Mallison St		
		From North			From East			From South			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

		Moshe From 1	er Rd North			Mallison From	Falls Rd 1 East			Mosł From	ner Rd 1 South			Mallis From	son St 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 Fr	om 03:00 PM	to 05:45 P	M - Peak	1 of 1													
Peak Hour for Entire In	ntersection Be	egins 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



Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

I Cuk II	our for Euch ru	sprouen begi	15 ut.														
		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
ω	Trucks	0	1	1	2	0	0	0	0	0	1	0	1	0	0	0	0
ω	% Trucks	0	0.6	50	1	0	0	0	0	0	0.2	0	0.2	0	0	0	0

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear



N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

					Grou	ps Printed-	Cars						
	1	Mosher Rd		Malli	son Falls Rd		Ν	Aosher Rd		N	Aallison St		
	F	rom North		F	rom East		F	rom South		F	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	

		Moshe	er Rd			Mallison	Falls Rd			Mosh	er Rd			Malli	son St		
		From I	North			Fron	n East			From	South			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 Fr	om 03:00 PM	to 05:45 P	M - Peak	1 of 1													
Peak Hour for Entire In	ntersection Be	gins 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

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

Accurate Counts 978-664-2565

Mosher Rd
 Out
 In
 Total

 706
 165
 871
0 132 33 Right Thru Left 33 L, . Peak Hour Data Total 27 North Peak Hour Begins at 04:15 PM Cars Total 265 Left Thru Right 515 8 11 524 663 In Total 139 Out In Mosher Rd

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

		Mosh	er Rd			Mallisor	ı Falls Rd			Mosh	er Rd			Malli	son St	-	
		From	North			Fron	n East			From	South			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 Fr	om 03:00 PM	[to 05:45]	PM - Peak	1 of 1													
Peak Hour for Each Ap	oproach Begin	ns 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	

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

Accurate Counts 978-664-2565

Mosher Rd In - Peak <u>Hour:</u> 03:00 PM 200 1 159 40 Right Thru Left 40 ← L, Peak Hour Data 03:15 PM | North Cars In - Pe 15 PM Rig Left Thru Right 1 516 12 529 In - Peak Hour: 04:30 PM Mosher Rd

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

					Gro	oups Printed-	Trucks						
		Mosher Rd		Μ	allison Falls Ro	d		Mosher Rd			Mallison St		
		From North			From East			From South			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
	1						1						
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
	I						I						
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
Crowd Total		(1	0	2	1	0	0		0	0		10
Grand Total	0	0 95 7	14.2	0	۲ ۲	22.2	0	8	0	0	0	0	18
Appren %	0	83./ 22.2	14.5	0	00./	55.5 5 (0	100	0	0	0	0	
I otal %	0	33.3	5.6	0	11.1	5.6	0	44.4	0	0	0	0	

		Moshe	er Rd			Mallison	Falls Rd			Mosh	er Rd			Mallis	son St		
		From I	North			From	East			From	South			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 Fr	om 03:00 PM	to 05:45 P	M - Peak	1 of 1													
Peak Hour for Entire In	ntersection Be	gins at 03:1	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

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

Accurate Counts 978-664-2565

Mosher Rd Total 7 Out In 4 3 2 0 1 Right Thru Left L, Peak Hour Data Total 3 North Peak Hour Begins at 03:15 PM Trucks Total Left Thru Right 4 0 2 Out 6 Total 4 In Mosher Rd

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

		Mosh	er Rd			Mallison	Falls Rd			Mosh	er Rd			Mallis	on St		
		From	North			From	East			From	South			From	West		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right App. To	tal	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis Fr	om 03:00 PM	to 05:45 I	PM - Peak	1 of 1													
Peak Hour for Each Ap	oproach Begir	ns 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 .4	17	.000	.000	.000	.000	

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

Accurate Counts 978-664-2565

Mosher Rd In - Peak<u>Hour: 1</u>04:00 PM 5 0 5 0 Right Thru Left L \mathbf{I} Peak Hour Data 03:00 PM 4 | North Hour: Trucks In - Pe Rigl 15 PM Left Thru Right 5 0 5 In - Peak Hour: 03:00 PM Mosher Rd

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

								Grou	ps Printed-	<u>- Bikes Pe</u>	ds								
		Mosher	r Rd]	Mallison I	Falls Rd			Mosher	·Rd			Malliso	on St				
		From N	lorth			From	East			From S	outh			From V	West				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Exclu Total Inc	clu. 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
1																			
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
				1															
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
1				1															
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	

		Moshe	r Rd			Mallison	Falls Rd			Mosł	ner Rd			Mall	ison St		
		From N	North			Fron	1 East			From	South			Fron	n 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 Fr	om 03:00 PM	to 05:45 PI	M - Peak	1 of 1													
Peak Hour for Entire In	ntersection Be	gins at 03:0	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

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

544

Accurate Counts 978-664-2565

Mosher Rd In Total Out In 0 0 0 0 Right Thru Left L Peak Hour Data Total 0 North Peak Hour Begins at 03:00 PM Bikes Peds Total Left Thru Right 0 0 0 0 Total 0 0 Out In Mosher Rd

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

		Moshe	r Rd			Mallison	Falls Rd			Mosh	er Rd			Mallis	son St		
		From N	North			From	East			From	South			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 Fi	om 03:00 PM	[to 05:45 P]	M - Peak	1 of 1													
Peak Hour for Each A	pproach Begir	ns 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	J

N/S Street : Mosher Road E/W Street: Mallison Falls Road City/State : Windham, ME Weather : Clear

Accurate Counts 978-664-2565

Mosher Rd In - Peak Hour: 03:00 PM 0 0 0 0 Right Thru Left L ← Peak Hour Data 03:00 PM North Hour: Bikes Peds 03:00 PM In - Pe Rigl Left Thru Right 0 0 0 0 In - Peak Hour: 03:00 PM Mosher Rd

N/S Street : Gray Road E/W Street: Mosher Rd / Newell St City/State : Windham, ME Weather : Clear

							Groups l	Printed- Ca	rs - Trucks								
		Gray	Rd			Mosher	Rd			Gray l	Rd			Newel	l St		
		From N	lorth			From E	last			From Se	outh			From V	Vest		
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]	Mosher R	d				Gray Rd					Newell S	t		1
		F	From Nort	h				From Eas	t			I	From Sou	th]	From Wes	st		
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	s From 07:0	00 AM to	08:45 AM	I - Peak 1	of 1																
Peak Hour for Entir	e Intersecti	ion Begins	s 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		I
PHF	.827	.877	.550	.000	.877	.750	.821	.900	.000	.867	.727	.938	.682	.000	.852	.625	.827	.809	.000	.867	.902



			Gray Rd				1	Mosher R	d				Gray Rd					Newell S	t		
		F	rom Nort	h				From Eas	t			I	From Sout	h				From Wes	st		
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 Analysi	s From 0/:0	U AM to (Doging at:	18:45 AM	- Peak I c	DI I																
Feak Hour for Each	07:00 AM	Degins at.				08:00 AM					08:00 AM					07:00 AM					1
+0 mins	61	57	2	0	120	00.00 AM	22	6	0	28	15	28	2	0	45	2	114	31	0	147	
+15 mins	78	67	3	Ő	148	0	16	12	Ő	28	11	35	2	Ő	48	3	105	38	Ő	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	
549					In - Peak Hour: 07:00 AM	0 123 377 1 U-TR Right Thru Left €			In - Righ ↓ • Pea Cars Truck	Gray R Peak Hour: 2 235 t Thru L 4 Nor h 7 ts	d 07:00 AM 301 0 eft U-TR e→ II Data				53 68 3 0 53 8 3 0	In - Peak Hour: 08:00 AM					

N/S Street : Gray Road E/W Street: Mosher Rd / Newell St City/State : Windham, ME Weather : Clear

							Grou	ps Printed-	Cars								
		Gray I	۲d			Mosher	Rd			Gray I	Rd			Newell	St		
		From N	orth			From F	ast			From Se	outh			From W	est		
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				I	Mosher R	d				Gray Rd					Newell S	t		
		F	rom Nort	h				From Eas	t			1	From Sou	th				From We	st		
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 07:0	0 AM to	08:45 AM	I - Peak 1	of 1																
Peak Hour for Entir	e Intersecti	on Begins	s 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



			Gray Rd			Mosher Rd						Gray Rd					Newell St					
		F	rom Nort	th		× 0		From Eas	t			I	From Sout	h]	From Wes	st			
Start Time	Left	Thru	$\frac{\text{Right}}{100000000000000000000000000000000000$	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR	App	Fotal	Int. Total
Peak Hour Analysis	S From 0/:0	0 AM 10 0 Begins at:	J8:45 AIV	I - Peak I	01 1																	
I cak Hour for Laci	07.00 AM	Degins at.				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	Õ	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	
<u>% App. Total</u>	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	
					In - Peak Hour: 07:00 AM	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$			In - In - In - In - In - In -	Gray Rd Peak Hour: 0 539 0 223 2 t Thru Le • • • • • • • • • • • • • • • • • • •	r Data					In - Deak Hour OR-OD AM						

N/S Street : Gray Road E/W Street: Mosher Rd / Newell St City/State : Windham, ME Weather : Clear

							Grou	ps Printed-	Trucks								
		Gray I	Rd			Mosher	Rd			Gray	Rd			Newell	St		
		From N	orth			From E	East			From S	outh						
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				I	Mosher R	sher Rd Gray Rd												
		F	rom Nort	h				From Eas	t			F	From Sout	h							
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 07:0	0 AM to	08:45 AM	- Peak 1	of 1																
Peak Hour for Entir	e Intersecti	on 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



File Name	: 16320004
Site Code	: 16320004
Start Date	: 12/12/2013
Page No	: 3

		F	Gray Rd	h		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	s From 07:0	0 AM to (08:45 AM	- Peak 1 (of 1			8		II ····			81		II			8	0	rr ····		
Peak Hour for Each	Approach l	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		6	0	0	5	0	2	1	0	3		
+30 mms. +45 mins	3	6	0	0	2 9	0	1	2	0	6	4	3 7	0	0	5 11	1	1	5	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	Ő		6.2	56.2	37.5	Ő	10	28.6	71.4	Ŏ	Ő		6.7	40	53.3	Ő	10		
PHF	.500	.542	.333	.000	.639	.250	.563	.750	.000	.667	.500	.714	.000	.000	.636	.250	.750	.667	.000	.750		
		.)42		.000	In - Peak Hour: 07:00 AM			.730	In Rigt +•	.007 Gray R - Peak Hour: 4 13 nt Thru L • •	d 07:45 AM 6 0 eft U-TR €→				Right Thru Left U-TR	h- besk Hour Of 30 AM	.730	.007	.000	.730		
555									€¶ Lef	t Thru R 8 20 - Peak Hour: Grav R												

N/S Street : Gray Road E/W Street: Mosher Rd / Newell St City/State : Windham, ME Weather : Clear

							Groups	Printed- Ca	rs - Trucks								
		Gı	ay Rd			Mosher	Rd			Gray	Rd			Newel	l St		
		Froi	n North			From E	East			From S	outh			From V	Vest		
Start Ti	me Lei	ft Thru	ı Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Left	Thru	Right	U-TR	Int. Total
03:00 F	PM 2	6 43	5 5	0	7	29	33	1	15	26	4	1	1	17	13	0	221
03:15 F	PM 1	9 45	5 2	0	6	53	56	0	15	30	4	0	3	36	17	0	286
03:30 F	PM 2	3 44	5	1	2	45	49	0	17	42	2	0	4	36	11	0	281
03:45 F	PM 1-	4 41	6	0	4	69	56	0	24	40	5	0	3	28	15	0	305
То	otal 8	2 173	18	1	19	196	194	1	71	138	15	1	11	117	56	0	1093
	I.							1				1				1	
04:00 F	PM 1	0 46	5 10	0	5	82	63	0	14	45	5	0	5	26	13	0	324
04:15 F	PM 1	9 29) 6	0	7	88	76	0	27	43	1	0	9	20	16	0	341
04:30 F	PM 1-	4 41	. 8	0	5	70	91	0	51	47	7	0	4	33	11	0	382
04:45 F	PM 1	5 43	5 4	0	9	104	80	0	28	45	1	0	3	21	18	0	373
To	otal 5	8 161	. 28	0	26	344	310	0	120	180	14	0	21	100	58	0	1420
	I .							. 1				. 1				. 1	
05:00 F	PM 1	5 36	5 10	0	8	89	64	0	39	37	2	0	3	24	11	0	338
05:15 F	PM 1	7 39) 5	0	7	89	73	0	43	32	1	0	4	24	23	0	357
05:30 F	PM 2	0 23	3 4	0	4	106	56	0	33	38	0	1	5	19	15	0	324
05:45 F	PM 1	7 34	1 7	0	6	111	51	0	32	39	5	0	3	37	10	0	352
To	otal 6	9 132	2 26	0	25	395	244	0	147	146	8	1	15	104	59	0	1371
								. 1				- 1					
Grand To	otal 20	9 466	5 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	2 1.9	0	1.8	24.1	19.3	0	8.7	11.9	1	0.1	1.2	8.3	4.5	0	
C	ars 20	3 436	66	1	70	929	741	1	332	446	37	2	43	314	164	0	3785
% C	ars 97.	1 93.6	<u>91.7</u>	100	100	99.4	99.1	100	98.2	96.1	100	100	91.5	97.8	94.8	0	97.5
Truc	ks	6 30) 6	0	0	6	7	0	6	18	0	0	4	7	9	0	99
% True	cks 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]	Mosher R	d				Gray Rd								
		F	From Nort	h				From Eas	t			I	From Sout	th							
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 03:0	0 PM to ()5:45 PM	- Peak 1	of 1																
Peak Hour for Entir	e Intersecti	on Begins	s 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


		(E-	Gray Rd				1	Mosher Ro	1				Gray Rd					Newell S	t		
Start Time	Left	Thru	Right		App. Total	Left	Thru	Right	IL-TR	Ann Total	Left	Thru	Right		Ann Total	Left	Thru	Right	SI U_TR	Ann Total	Int Total
Peak Hour Analysis	s From 03.0	$0 \text{ PM to } 0^4$	5·45 PM -	Peak 1 o	f 1	Lett	IIIu	Right	0-1K	ripp Total	Luit	IIIu	Right	0-11	ripp Total	Lett	IIIu	Right	0-11	ripp rotar	Int. Total
Peak Hour for Each	Approach l	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	
l otal Volume	20.0	1/3	18	1	274	29	351 50.8	311	0	691	161	161	11	0	333	15	126	20 1	0	197	
<u>76 App. 10tal</u>	29.9	961	750	250	926	<u>4.2</u> 806	<u> </u>	854	000	895	48.5	<u>48.5</u> 856	303	000	703	750	875	20.4	000	879	
	.788	.901	.750	.230	.920	.800	.044	.034	.000	.075	.707	.850	.395	.000	.195	.750	.875	.024	.000	.079	
					In - Peak Hour: 03:15 PM	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$			In Right ← Pe: Cars Truce	- Peak Hour: 274 18 173 It Thru L AR HOU AR HOU Nor h (S 1 161 - Peak Hour: Grav R	03:00 PM 321 eft U-TR eft U-TR 110 14:30 PM d					In - Deak Hour 04:15 BM					

N/S Street : Gray Road E/W Street: Mosher Rd / Newell St City/State : Windham, ME Weather : Clear

							Grou	ups Printed-	Cars								
		Gray I	Rd			Mosher	Rd			Gray I	Rd			Newell	l St		
		From N	orth			From E	last			From So	outh			From W	Vest		
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					Mosher R	d				Gray Rd					Newell S	t		
		I	From Nor	th				From Eas	t			I	From Sou	th]	From We	st		
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 03:0	0 PM to	05:45 PM	- Peak 1	of 1																
Peak Hour for Entir	e Intersecti	on Begin	s 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



		E	Gray Rd	-h			l	Mosher R	d t				Gray Rd	th				Newell S	t		
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 03:0	0 PM to 0	5:45 PM	- Peak 1 of	f 1	2011	11114	Tugit	0 111	-FF - Com	Len	1114	rught	0 111		2011	Tinu	Tugitt	0 111	- FF	int. Fotur
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	103	91 80	0	166	28	45	1	0	74	4	36	9	0	49	
+30 mms. +45 mins	14	39	5	1	07 58	9	88	60 64	0	192	39 13	30	2	0	76		20	13	0	43	
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	200	4.2	50.7	45.1	Ő	000	48.5	48.2	3.3	ů 0	552	6.9	65.6	27.5	ů 0	10)	
PHF	.790	.903	.800	.250	.951	.806	.847	.852	.000	.896	.789	.851	.393	.000	.790	.813	.861	.867	.000	.892	
										Gray Rd											
									In - F	Peak Hour: 0	3:00 PM										
									16	150	70 1										
									Right	Thru Le	ft U-TR										
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сл									161	160	11 0										
61]										
										332											
									In - I	чеак Hour: 0 Grav Rd	14:30 PM										

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

							Grou	os Printed-	Trucks								
		Gray	Rd			Mosher	Rd			Gray I	Rd			Newell	St		
		From N	orth			From E	East			From Se	outh			From W	/est		
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]	Mosher R	d				Gray Rd					Newell S	t		1
		F	From Nort	h				From Eas	t			1	From Sou	th]	From Wes	st		1
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 03:0	0 PM to 0	05:45 PM	- Peak 1	of 1																
Peak Hour for Entir	e Intersecti	on Begins	s 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		I
PHF	.750	.583	.500	.000	.679	.000	.500	.417	.000	.438	.375	.429	.000	.000	.417	.250	.500	.500	.000	.550	.684

 File Name
 : 16320004

 Site Code
 : 16320004

 Start Date
 : 12/12/2013

 Page No
 : 2



File Name	: 16320004
Site Code	: 16320004
Start Date	: 12/12/2013
Page No	: 3

			Gray Rd				1	Mosher Re	d				Gray Rd				-	Newell St	t		
		F	rom Nort	h				From Eas	t			F	From Sout	h			I	From Wes	st		
Start Time	Left	Thru	Right	U-TR A	pp Total	Left	Thru	Right	U-TR	App Total	Left	Thru	Right	U-TR A	App Total	Left	Thru	Right	U-TR	App Total	Int. Total
Peak Hour Analysis	s From 03:0	0 PM to 0 Decima et:	5:45 PM	- Peak I of	1																
Peak Hour for Each	Approach	Begins at:				02:00 DM					02-15 DM					02:00 DM					
+0 mins	03.30 FM	5	0	0	6	03.00 FM	0	2	0	2	03.13 FWI	7	0	0	0	05.00 FM	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	Ő	8	0	1	0	Ő	1	1	1	0 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	
					In - Peak <u>Huur:</u> 03:00 PM	U-TR Right Thru Left			In Right ¢•	Gray R - Peak Hour: 21 4 15 t Thru L 4 A A A A A A A A A A A A A	d 03:30 PM 21_0 eft U-TR €→ II Data			Right Thru Left U-TR		In - Beak Hour 03:00 PM					

N/S Street : Gray Road E/W Street: Mosher Rd / Newell St City/State : Windham, ME Weather : Clear

								Grou	ups Printed-	Bikes Pe	ds								
		Gray	Rd			Moshe	r Rd			Gray	Rd			Newel	l St				
		From N	orth			From	East			From S	outh			From V	Vest				
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			Mosh	er Rd			Gra	ıy Rd			Nev	vell St		
		From 1	North			From	East			From	n South			From	n 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 Fro	om 03:00 PM	to 05:45 PM	I - Peak 1	of 1													
Peak Hour for Entire In	tersection Beg	gins 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



File Name	: 16320004
Site Code	: 16320004
Start Date	: 12/12/2013
Page No	: 3

		Gray	/ Rd			Mosł	ner Rd			Gra	y Rd			New	ell St		
		From	North			Fron	n East			From	South			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 Fr	om 03:00 PM	to 05:45 P	PM - Peak	1 of 1													
Peak Hour for Each A	oproach Begin	s 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	

 File Name
 : 16320004

 Site Code
 : 16320004

 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 Ro	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



(A)	THE Louis Berger Group, INC.
B	Portland, Maine
S	(207) 842 2823
G	Portland, Maine (207) 842 2823

WINDHAM CORRECTIONAL FACILITY WINDHAM, MAINE