

Berwick Downtown Vehicle, Bicycle, and Pedestrian Study

Berwick, Maine
4/30/19



Prepared for:
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MMI #6510-02

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1.0 EXECUTIVE SUMMARY

The Berwick Downtown Vehicle, Bicycle, and Pedestrian Study is a plan focused on the development of recommendations for the area surrounding the former Prime Tanning facility. This area encompassed Wilson Street, to School Street, to Saw Mill Hill, to Sullivan Street, and also included Eleanor Street, Rochester Street, and Bow Street in the vicinity of the Town Hall. Recommendations were made based on a Purpose and Need statement developed between Milone & MacBroom (MMI), the Town of Berwick, town staff and departments, and a stakeholder committee. There were four goals for the outcome of the study. These are:

GOAL #1: Improve Vehicular Traffic Circulation

GOAL #2: Increase Bikeability and Walkability

GOAL #3: Lower Vehicular Speeds

GOAL #4: Develop a Unified Downtown between Somersworth, NH and Berwick

MMI initially started with a review of the existing conditions. This entailed looking at previous studies of the area, gathering traffic data, analyzing traffic crashes, and observing how traffic uses the roadway network. This foundation, along with the stated goals in the project purpose and need section, outlined the types of recommendations that MMI would propose for the study area. Ultimately, Concept Alternative 1A was chosen as the one to move forward. Generally, the recommendations were made in two different areas. All alternatives shared a particular vision for the streets not surrounding the Berwick Town Hall. For the other road sections, such as Wilson Street, School Street, and Saw Mill Hill, MMI recommended adding sidewalks (to increase the connectivity of the pedestrian network), decreasing roadway width (to decrease vehicle speeds), and curb extensions (to increase safety by decreasing the street width for crossing.) The designs also shared a vision for reconfiguring the intersection of School Street with Saw Mill Hill. The intersection can be confusing for drivers, based on the through-street traffic having to make a hard turn, and the perception of pedestrians was that crossing at the intersection was not safe. The MMI proposed design squares the intersection and reduces the pedestrian crossing distance.

For the area surrounding Berwick Town Hall, a series of recommendations were made to reduce driver confusion. In Concept Alternative 1A, Sullivan Street, Eleanor Street, and Rochester Street were proposed to be changed from 1-way operation to 2-way. Rochester Street was essentially dead-ended for through traffic and drivers would be pushed to Sullivan Street to continue through the downtown. The area south of the Berwick Town Hall would become connected and allow for a pedestrian plaza.

Concept Alternative 1A meets the initial expected goals and outcomes of the study from the Purpose and Need Statements. Vehicular traffic circulation was improved by removing the confusion of the 1-way street network and improving circulation at the intersections of Sullivan St/Saw Mill Hill and School Street/ Saw Mill Hill. Bikeability and walkability were increased by proposals for safer crossings, shared lane markings on the roadways for bicycles, and increasing the extent of sidewalks. Lower vehicular speeds were encouraged by decreasing roadway widths and increasing intersection curb radiuses. The last goal, to develop a unified downtown with Somersworth, NH, was not as easy to define for this transportation planning study but can be achieved for certain infrastructure purposes in the design phase via synchronous materials and additional access at the bridge on the state line.

It is important for the town to consider that a plan should be put in place in advance of development of the Prime Tanning parcel, or the development may dictate the downtown palette.

2.0 PURPOSE AND NEED

1. *Improve Vehicular Traffic Circulation*
2. *Increase Bikeability and Walkability*
3. *Lower Vehicular Speeds*
4. *Develop a Unified Downtown between Somersworth, NH and Berwick*

The Purpose & Need Statement is intended to be the basis for decision making throughout the course of the Berwick Downtown Vehicle, Bicycle and Pedestrian Study. By clearly stating the overall mission of this study, this statement can aid in both the development of concept alternatives and the determination of the optimal choice for future projects.

This planning study is multifaceted and included several key steps. It is intended that the Purpose & Need Statement be considered as an influence and overarching guide throughout the entirety of the process. First, the vision and goals of the study area are recognized in order to gauge the performance of Berwick's current transportation system as it functions on a daily basis. Once this baseline has been determined, the deficiencies of the transportation facilities will be identified. Problems with the transportation system, both in conjunction with the deficiencies of the facilities as well as independent of it, must be recognized.

Once this understanding is built, it will be possible to clearly articulate the needs of the system. By developing an understanding of the specific problems currently preventing the Berwick Downtown transportation system and facilities from meeting the needs of present and future residents, the plan will aid the Town in implementing necessary improvements.

The "purpose" portion of the Purpose & Need Statement is intended to communicate the full range of elements which must be considered in the decision-making process employed throughout the development of the study. The fundamental purpose of this study will communicate the goals that Berwick town residents and officials have for the performance of their transportation system. Secondly, this portion of the statement can also complement the core purposes of the study.

The "need" portion of the Purpose & Need Statement will describe clearly the present deficiencies of the Berwick Downtown transportation system by identifying which parts of the system are not performing optimally. Overall, the Purpose & Need Statement for the Berwick Downtown Vehicle, Bicycle and Pedestrian Study will answer the following five questions:

1. **Why** is it necessary to study downtown Berwick?
2. **What** are we studying?
3. **Who** is the project intended to benefit?
4. **When** should Downtown Berwick's transportation deficiencies be determined?
5. **How** will the issues identified within this planning study be resolved?

A kickoff meeting for the Berwick Downtown Vehicle, Bicycle and Pedestrian Study was held on August 27th, 2018. During this meeting four key goals for the outcome of this study were identified and agreed upon by the committee. These goals were based on committee feedback following a discussion of system deficiencies and community needs. which were then paired with a central project goal in order to ensure each is addressed appropriately. The goals developed were:

GOAL #1: Improve Vehicular Traffic Circulation

- *System Deficiencies:* The circulation of vehicular traffic near the Berwick Town Hall is confusing. Additionally, the near signalized intersection of Sullivan Street and Saw Mill Hill is inefficient and confusing for drivers.
- *Community Needs:* Vehicular mobility and circulation must be improved and confusing traffic patterns should be altered to improve efficiency.

GOAL #2: Increase Bikeability and Walkability

- *System Deficiencies:* Many of the sidewalks in the downtown Berwick area are in bad condition, creating an inefficient and incomplete network for pedestrians. Additionally, bicycle infrastructure essentially does not exist at all in the community.
- *Community Needs:* Sidewalks in poor condition should be repaired and new sidewalks should be built for key pedestrian corridors. Bicycle infrastructure improvements should be implemented in the area.

GOAL #3: Lower Vehicular Speeds

- *System Deficiencies:* Vehicles in the downtown Berwick area regularly exceed the 25 MPH posted speed limit.
- *Community Needs:* To improve the safety and comfort of the downtown for all modes of travel, measures should be implemented to slow down vehicles.

GOAL #4: Develop a Unified Downtown between Somersworth, NH and Berwick, ME

- *System Deficiencies:* Businesses in downtown Berwick often appear to be isolated with the lack of a larger base of economic development and support. The bridge and river currently act as an infrastructural barrier making the possibility of a single downtown shared between Somersworth, New Hampshire and Berwick, Maine seem impossible.
- *Community Needs:* The sense of a single downtown with Somersworth, New Hampshire should be improved in concert with recent proposed improvements to the former Prime Tanning parcels in the center of the downtown.

Purpose and Need Statement

A vehicle, bicycle, and pedestrian study of downtown Berwick is needed because of:

- congestion and mobility problems on major streets and intersections;
- poor bicycle and pedestrian infrastructure and system connectivity;
- safety issues stemming from vehicle speeds; and
- lost economic development opportunities from the separation of other near downtown hubs.

The purpose of the study will be to:

- improve the congestion and mobility of the downtown streets and intersections;
- improve the ability of bicycles and pedestrians to travel through and within the downtown;
- reduce the speeds of vehicles in the downtown; and
- promote economic development with neighboring communities in concert with recent proposed improvements to the former Prime Tanning parcels.

The project outcomes should be attainable within five years, led by the town, in partnership with private development and the State of Maine.

3.0 EXISTING CONDITIONS

3.1 Community Engagement & Traffic Pattern Summaries

3.1.1 Downtown Berwick Vision Plan *Published February 2014*

Relevant Community Outreach / Engagement:

The community outreach for this project included both a community questionnaire, two charrette style public input sessions, and a series of awareness and educational meetings. The community questionnaire was conducted through the mail and online as part of this project in April, 2013. It garnered over 505 responses, which accounts for approximately 8% of the Town's total voting population.



The first charette style public input session was held on May 1st of 2013. This session included break out groups on key topics, Berwick walking tours, and interactive sessions organized around the development of priorities for developing village character and focus areas. During the months of May and June of 2013 a significant number of public awareness meetings and educational training sessions were held with the intention of promoting understanding of the plan and the public visioning process. The final charette style public meeting was held in two parts on June 22nd and 24th in 2013.

The results of all of these public engagement efforts were combined together in order to formulate the Downtown Berwick Vision Plan visioning process. The resulting Downtown Vision Committee (DVC) Vision Statement is *"Berwick is a rural, riverside town that appreciates the importance of a connected, actively engaged community and proudly cultivates its unique strengths and small-town character by: promoting small businesses and creative outlets where local talent, entrepreneurship, and agriculture flourish; fostering a healthy relationship with land and river through conservation, environmentally-minded development, substantial and functional green space, and responsible recreation; creating a safe, friendly downtown where youth, families, and community come together"*. Other key pieces of public input which are relevant to the Downtown Berwick area include:

- Provide connections to the water;
- Create a walkable pedestrian network with wide, interconnected sidewalks;
- Provide places for informal gathering;
- Implement complete streets practices;
- Encourage development of a higher density in the Village Center;
- Plant shade trees;
- Add ornamental lighting;
- Make the Village Center the true heart and focal point of the Town;
- Add pedestrian and vehicular scaled signage to highlight destinations; and

- Add street furniture and other amenities to public spaces and sidewalks.

Relevant Transportation Recommendations and Analysis:

Although not an in-depth traffic or vehicular study, this plan includes many pertinent recommendations concerning the Town's downtown streets. One of the key recommendations is to commission a comprehensive vehicular traffic and circulation plan with MaineDOT. This recommendation was satisfied by the Berwick Traffic Circulation Evaluation planning document which was published in November, 2015 and revised in January, 2016.

Additional recommendations revolve around the need for the Town's future transportation planning and engineering efforts to create a multimodal transportation environment which balances the needs of vehicular circulation with those of other modes like transit, bicyclists, and pedestrians. The plan recommends the implementation of some traffic calming strategies like bump-outs, travel lane or road 'diets', bike lanes, and speed tables to combat some of the downtown area's more vehicular-centric roadways. Additionally, it is recommended that new sidewalks and pedestrian crossings be added as the town presently has very little pedestrian connectivity presently.

3.1.2 Workforce Housing Design Charette in Berwick, Maine October 2015



Relevant Community Outreach / Engagement:

A workforce housing design charrette in Berwick, Maine was organized by the Workforce Housing Coalition of the Greater Seacoast on October 15th and 16th of the year 2015. This intensive planning meeting brought together designers, professional practitioners, property owners, municipal representatives, and other public stakeholders in order to develop a conceptual vision of a mixed-use development which would include affordable housing for people who work in the community. The leaders of the charette were housing professionals who volunteered their time.

The charette focused on a development site in the town center which includes the Prime Tanning facilities and the Estabrook School. This site is located near services, municipal offices, recreation fields, potential future job opportunities, and key residential areas. Charrette activities included a site walk, a community listening session, and then a design phase. A significant amount of feedback was collected during the site walk and community listening session. Some of the most relevant ideas expressed by community members concerning the downtown area and its transportation system. They include:

- Creating both indoor and outdoor spaces for community gatherings;
- Implementing transportation planning strategies which balance traffic congestion needs with increased connectivity via public transit, bicycling, and walking;
- Create walkable destinations downtown; and

- Develop open space in the town center.

3.1.3 Berwick Traffic Circulation Evaluation

Published November, 2015 (Revised January, 2016)

Relevant Community Outreach / Engagement:

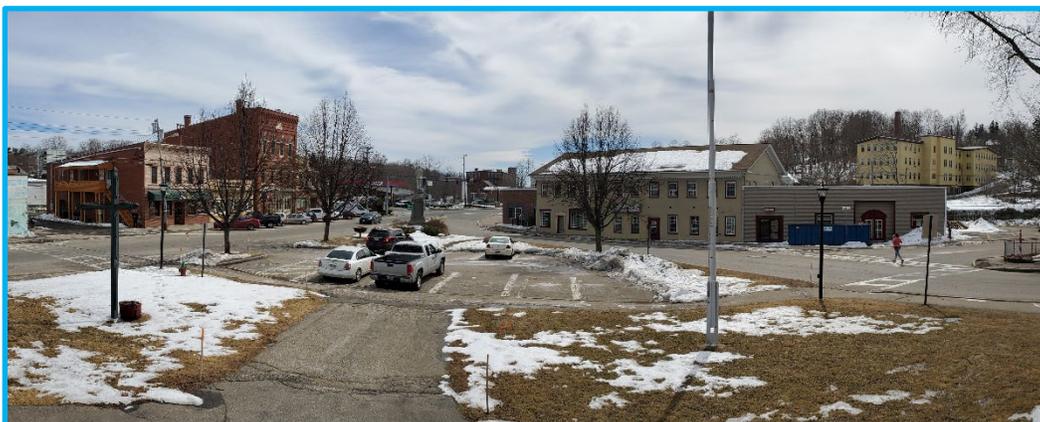
This study was implemented following the recommendation to commission a comprehensive vehicular traffic and circulation plan with MaineDOT within the 2014 Downtown Berwick Vision Plan. Concerning the collection of public input, this plan built directly off the year-long visioning process conducted as part of the 2014 Downtown Berwick Vision Plan. The information from this plan provided the Berwick Traffic Circulation Evaluation team with great insight into both the needs and the desires of the Berwick community. Although no other public meetings were deemed necessary, in order to continue to gain insight from key stakeholders the project team worked directly with town officials and the Downtown Vision Committee (DVC) throughout the course of this study. Four of these stakeholder meetings were held from September 2014 to September 2015.

Relevant Transportation Recommendations and Analysis:

As a transportation focused report, this planning document contains an in-depth transportation analysis which focuses on existing conditions (including an analysis of present roadways, traffic volumes, and parking) as well as future conditions (including roadway configuration modifications and an operations analyses for the year 2025). Overall, it was found that the walkable community vision as was declared in the 2014 Downtown Berwick Vision Plan can be accommodated on the town's local roadway network. However, this is only possible if any proposed modifications to the town's roadway network are focused on actions that enhance the safety and use of many transportation modes, not just vehicles.

Additionally, the study suggests that the town's transformation into a more pedestrian friendly roadway network should be focused on the portion of Sullivan Street which runs from the Berwick Bridge to Wilson Street. Recommendations for the pedestrianization of this particular roadway include:

- The installation of roundabouts at the intersections of Sullivan Street/Berwick Bridge and Sullivan Street / Wilson Street;
- Implement six-foot-wide sidewalks with street trees, plantings, benches, and improved pedestrian scaled lighting; and
- Design and implement pedestrian bump-outs at crosswalks to shorten pedestrian crossing distances and define on-street parking spaces.



3.1.4 Sidewalk Inventory and Plan

Published 2018

Relevant Community Outreach / Engagement:

Concerning the collection of public input, this plan built directly off the community goals' set in the 2004 Berwick Comprehensive Plan Update. Many of these goals revolved around walkability, the cultivation of community spaces and events, and environmental sustainability. All of these goals could be addressed through the implementation of complete streets design, something which is recommended within the Sidewalk Inventory and Plan document.

This plan also highlights the results of various means of community engagement initiatives employed by the Town of Berwick, the Downtown Vision Committee, and Berwick for a Lifetime and Rec Master Plan committee, although it does not detail the type or structure of the initiatives. It states that the goal of "improving and connecting sidewalks" has been a goal for the Town of Berwick for approximately thirty years, first appearing in the 1991 Comprehensive Plan. Here, it was specifically suggested that all subdivisions approved that have both public water and public sewer also have sidewalks and that a 10-year renovation and new sidewalk schedule be combined with all major sewer, water, and stormwater infrastructure projects on Town roads.

Additionally, the 2004 Comprehensive Plan Update is highlighted within the Sidewalk Inventory and Plan. The two goals listed here include providing sidewalks in the Village Center and other densely populated areas, as well as requiring that all subdivisions approved that have both public water and public sewer have both sidewalks and granite curbing.



Relevant Transportation Recommendations and Analysis:

Following an assessment of existing conditions, the Sidewalk Inventory and Plan names a Sidewalk Priority List which sorts street segments throughout Berwick into the categories of High Priority, Secondary Priority, and Future Considerations. The Sidewalk Priority List is as follows:

High Priority Sidewalks

Based on the existing pedestrian use, High priority sidewalks were identified by functionality, connectivity needs, and future uses. In total 2,725 feet of sidewalks are classified as high priority accounting for an estimated total cost of \$163,500 (at \$60 a lineal foot).

- Segment 1: Sullivan Street to Town Hall
- Segment 2 & 3: Town Hall and Subway
- Segment 4: Connecting Berwick/Somersworth Bridge to Great Falls Park
- Segment 5: Bridge along through to Bow Street

- Segment 6: Connecting Downtown to 71 Sullivan Street (potential future community center), Memorial Field & Estabrook Green

Secondary Priority Sidewalks

Secondary priority sidewalks are valued as connection pieces to complete a downtown Berwick sidewalk network. 6,300 feet of potential and existing sidewalk are considered to be secondary priority for a total estimate cost of \$378,000 (at \$60 a lineal foot)

- Segment 7: Connecting 71 Sullivan Street to existing sidewalk on Pine Hill Road
- Segment 8: Logan to Dobson
- Segment 9: Connecting Bell/Goodwin to Jordan and to Rochester Street
- Segment 10: Connecting Saw Mill Hill to Allen Street
- Segment 11: Dobson/Old Pine Hill Road North to Berwick Public Library
- Segment 12: Connecting Sullivan Street to the Berwick Public Library

Sidewalks for Future Consideration

Classification for these sidewalks were for needed access to a particular pedestrian attractor, or because of the difficulty in feasibility of adding sidewalks because of a lack of available right-of-way on the road. Approximately 9,100 possible feet of sidewalks have been classified in this category. The total cost of this infrastructure is approximately \$546,000 (at \$60 a lineal foot).

- Segment 13: Dobson/School Street to Old Pine Hill Road/School Street intersection
- Segment 14: School Street/OPHR to Dobson (heading toward library)
- Segment 15: School/Old Pine Hill road to Berwick Walk-in
- Segment 16: Berwick Road to Hussey School
- Segment 17: Merriam Street to GWRLT and Hussey



3.2 Crash History – Downtown Berwick

The following crash summaries were collected by Milone & MacBroom staff from the MaineDOT Traffic Engineering and Crash Records section. The data for the study area, collected from the MaineDOT Crash Records, was for 2015 to 2017, the last three full years of available data. MaineDOT Engineering and Crash Records classifies injuries which are a result of vehicular crashes in the following categories: Level K (Fatality), Level A (Incapacitating), Level B, (Non-incapacitating), Level C (Possible injury), or Property Damage Only.

3.2.1 **Intersections:**

Rochester Street/Saw Mill Hill/ Sullivan Street

There were six crashes at this intersection. These crashes resulted in property damage only with no injuries reported.

Saw Mill Hill/School Street

There were five crashes at the intersection. Two of these crashes produced C level injuries, and the remaining three crashes resulted in property damage only.

School Street/Lyman Street

There was only one crash at the intersection which resulted in property damage only.

School Street/Wilson Street/Allen Street (MaineDOT designated High Crash Location)

There were 17 crashes at the intersection. One crash resulted in B level injuries, four crashes had C level injuries, and the remaining twelve crashes were property damage only with no reported injuries.

Wilson Street/Sullivan Street/Jordan Street

There were five crashes at the intersection. One crash resulted in B level injuries, two crashes produced C level injuries and the remaining two crashes were property damage only with no reported injuries.

Sullivan Street/Eleanor's Street

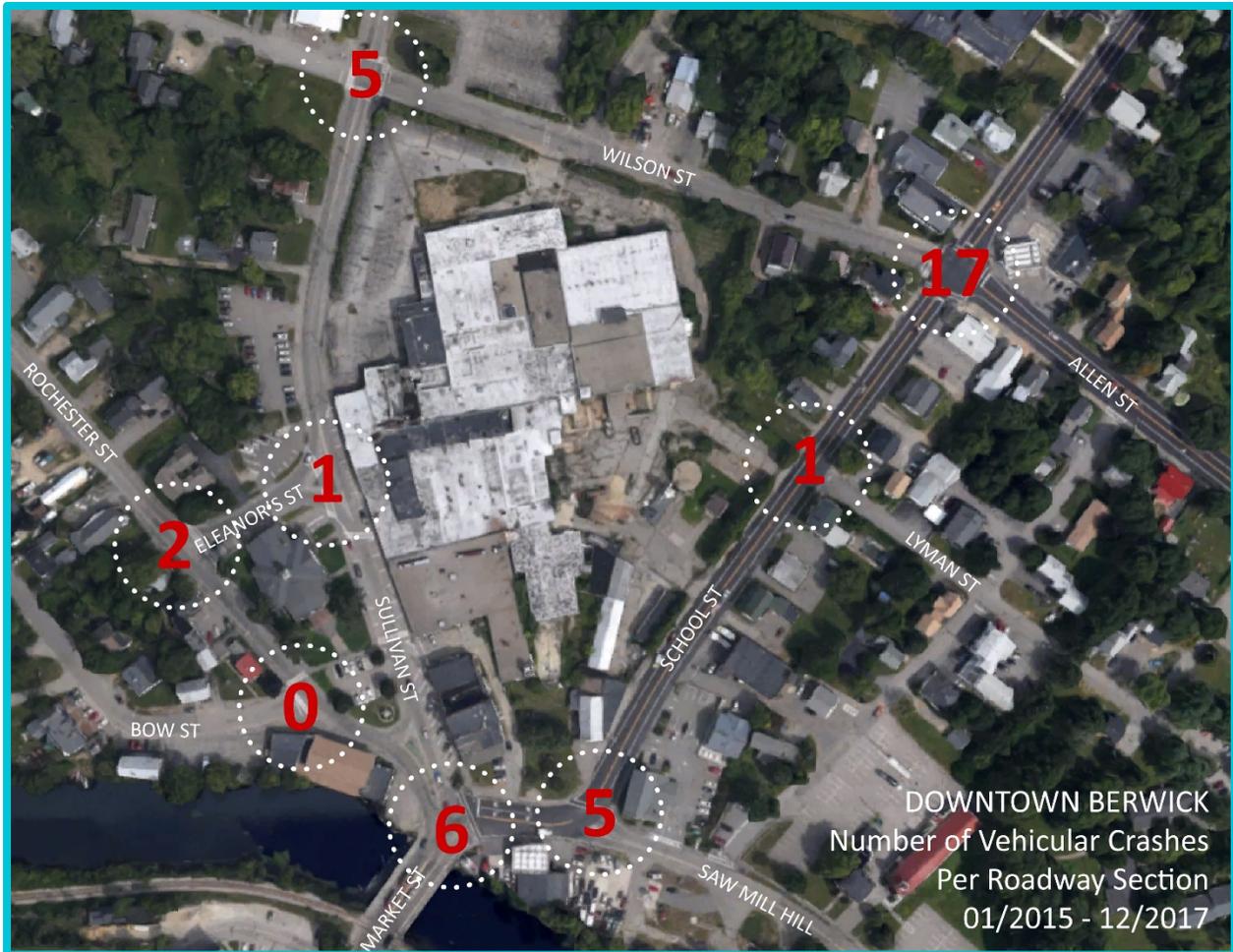
There was only one crash at the intersection, which resulted in an A level injury.

Rochester Street/Eleanor's Street

There were two crashes at the intersection. Both crashes produced C level injuries.

Rochester Street/Bow Street

There were no crashes at the intersection of Rochester Street and Bow Street.



3.2.2 Roadway Sections:

Market Street (On Bridge) – New Hampshire to Saw Mill Hill

There were no crashes within this section of roadway.

Saw Mill Hill – Sullivan Street to School Street

There was a single crash on this section of roadway which was property damage only.

School Street – Saw Mill Hill to Lyman Street

There were two crashes for this section of roadway which were property damage only.

School Street – Lyman Street to Wilson Street

There were two crashes for this section of roadway which were property damage only.

Wilson Street – Sullivan Street to School Street

There was a single crash on this section of roadway which was property damage only.

Sullivan Street – Wilson Street to Eleanor's Street

There were no crashes on this section of roadway.

Sullivan Street – Market Street to Eleanor’s Street

There were two crashes for this section of roadway which were property damage only.

Eleanor’s Street – Rochester Street to Sullivan Street

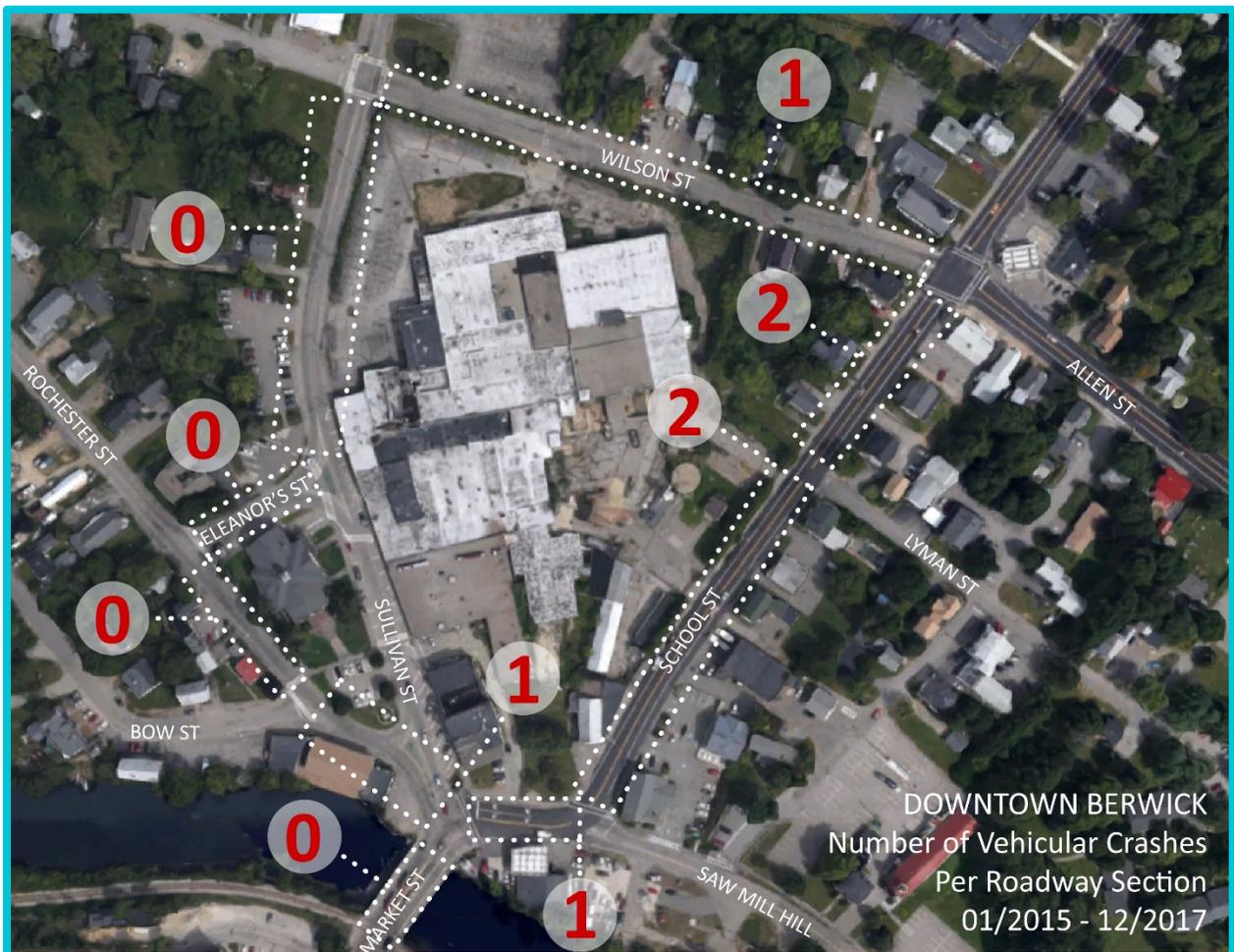
There were no crashes on this section of roadway.

Rochester Street – Eleanor’s Street to Bow Street

There were no crashes on this section of roadway.

Rochester Street – Bow Street to Market Street

There was a single crash on this section of roadway which was property damage only.



3.2.3 Crash Patterns

Three intersection locations in the study area stood out because of the number and relative severity of vehicular crashes which prompted the need for further analysis. These intersections are Saw Mill Hill/School Street (5 crashes), School Street/Wilson Street/Allen Street (17 crashes), and Wilson Street/Sullivan Street/Jordan Street (5 crashes).

School Street/ Wilson Street/Allen Street (17 crashes)

The intersection of School Street, Wilson Street, and Allen Street is designated as a High Crash Location (HCL) by the MaineDOT. HCL's are roads or intersections that have more than eight crashes in a three-year period and have a Critical Rate Factor (CRF) greater than 1.0. A CRF that is greater than 1.0 indicates statistically that the location has a higher number of crashes than would be expected of other similar locations.

- Ten crashes involved a driver running a red light.
- Three crashes involved typical stop-and-go driver operations with a rear-end collision at a signalized intersection.
- Three crashes involved driver inattention.
- One crash involved driver disregard for normal operations.

There is a clear pattern of drivers running red lights for this intersection. Fortunately, the percentage of crashes involving an injury was low, at 29.4%.

Saw Mill Hill/School Street (5 crashes)

Though there were a few crashes for this intersection, there did not appear to be a noticeable crash pattern or cause to relate them.

- Two crashes could be attributed to ice/snow winter conditions.
- One crash was a result of distracted driving.
- One crash involved driver inattention with a towed vehicle.



- One crash involved typical stop-and-go driver operations with a rear-end collision at a signalized intersection.

As there were two crashes with icy roads as a contributing factor, it is recommended that the MUTCD W8-13 sign "BRIDGE ICES BEFORE ROAD" sign be installed on each bridge approach to alert drivers of potentially hazardous conditions during winter driving operations.

Wilson Street/Sullivan Street/Jordan Street (5 crashes)

- All five crashes involved a driver failing to stop at a stop sign.

There is a clear pattern of crashes for this intersection with drivers failing to stop at the intersection. It is recommended that additional study be conducted for this intersection in order to improve driver compliance. Design-based improvements may involve geometric changes to slow vehicles down, additional high visibility signage, or auxiliary devices to bring attention to the all-way stop controlled intersection.



3.3 Bicycle and Pedestrian Crashes

In addition to the standard of collection and analysis of data from the latest complete three-year period (January 2015 through December 2017) which was conducted for motor vehicle crashes, Milone & MacBroom conducted a more in-depth analysis of crashes involving bicycles and pedestrians. As these events are more rare, additional data collection is necessary to help identify important patterns or areas of concern. It is also important to note that crashes involving bicycles and pedestrians tend to have a higher percentage of serious injuries. For this reason, bicycle and pedestrian crashes were reviewed for the 10 previous years.

3.3.1 **Bicycle Crashes**

There was a bicycle crash at the intersection of School Street and Saw Mill Hill in 2010. The police report attributes the crash as a failure on the part of the bicyclist to indicate a left turn, and a failure to look for conflicting traffic in making a left turn from the right shoulder from Saw Mill Hill to School Street. The police report indicates that the weather conditions were clear, in daylight, with a dry road.

3.3.2 **Pedestrian Crashes**

In 2016, a pedestrian was struck at the intersection of School Street and Saw Mill Hill. More specifically, the pedestrian was struck while in a marked crosswalk. The police report indicates that the weather conditions were clear, in a marked crosswalk. This crash was more concerning in that the driver of the vehicle was stationary for the stop sign and failed to see the pedestrian crossing. The police report indicates that the weather conditions were clear, in daylight, with a dry road. daylight, with a dry road.

In 2017, a pedestrian was struck at the intersection of Rochester Street and Eleanor's Street. Again, the pedestrian was struck while in

While the total number of events is not significant statistically, there are two patterns to be seen for these bicycle and pedestrian crashes:

- The geographic location at the intersection of Saw Mill Hill and School Street
- Drivers striking pedestrians in marked crosswalks

Recommendations to help reduce these issues could include design features to help slow traffic and make drivers more aware of the presence of multimodal transportation users and their obligation to share the road. High visibility crosswalks could be installed at intersections in conjunction with pedestrian crossing signage at all intersection approaches.

3.4 **Sidewalks**

Initial work on a town-wide sidewalk inventory was completed in 2018 with the development of a Sidewalk Inventory & Plan from the Berwick Planning Department. The goal of this study was to encourage the development of Complete Streets, which are defined by the town vision report as being streets which *"accommodates all modes of transportation including: walking, wheelchairs, biking, public transit and driving. The streets are designed to balance safety and convenience for all ages and abilities using the road. The design of complete streets has events, recreation, social gatherings and retail in mind. In a Complete Street, you will find ample sidewalks, street trees, bike lanes, frequent and safe crossing opportunities, accessible pedestrian signals, curb extensions, narrower travel lanes, circular intersections and more"*. This plan further emphasizes the importance of proper sidewalk construction and design with concrete sidewalks recommended for their durability, characterizing their use as the "Gold Standard" for what a sidewalk should be like.

For the Berwick Downtown Vehicle, Bicycle, and Pedestrian Study, an inventory of the sidewalks in the project area was conducted. Some information was provided by the town, but a systematic field inventory of the network was completed by MMI staff. The results of the inventory were then processed into Geographic Information Systems (GIS) files for easy and comprehensive data analysis.

3.4.1 **Sidewalk Condition**

The sidewalk inventory collected several key pieces of data for each area surveyed, including: street name, sidewalk material, and condition of sidewalk. The sidewalks' condition was categorized in four levels based on their suitability for walking: Excellent, Good, Fair, and Poor.

- A sidewalk in Excellent condition would be considered to be in new condition. While not necessarily recently built, the sidewalk would not have any deficiencies which would affect the use of the facility by a pedestrian.
- A sidewalk in Good condition may appear to have some faults, including cracking or rises in the level of the material. These deficiencies, though noticeable, would not have a significant effect on their use by a pedestrian.
- A sidewalk in Fair condition would have noticeable faults in the material. The deficiencies may include heavy cracking, rises in the level of the material which may trip pedestrians, and separation of the sidewalk material. The condition would impair the use of the sidewalk by a pedestrian.
- A sidewalk in Poor condition would have significant faults in its condition. Its attributes may include heavy cracking, sloping, and rises in material level that may promote tripping, and separation of the sidewalk material. Though a sidewalk might not exhibit all of these deficiencies, the extent of issues with some of them may significantly impact the use of the facility by a user.

3.4.2 **Sidewalk Inventory**

The results of this systematic inventory showed that the vast majority of sidewalks in the downtown Berwick study area are made of pavement, the exceptions being the one on the bridge that connects to Somersworth, NH on Market Street. These sidewalks were rated Excellent and Good (the deficiencies of the 'Good' sidewalk were early signs of wear, cracking, and minor rises in pavement level). These higher rated locations were also the only sidewalk facilities which appeared to be ADA compliant, with all other sidewalks missing some component of a detectable

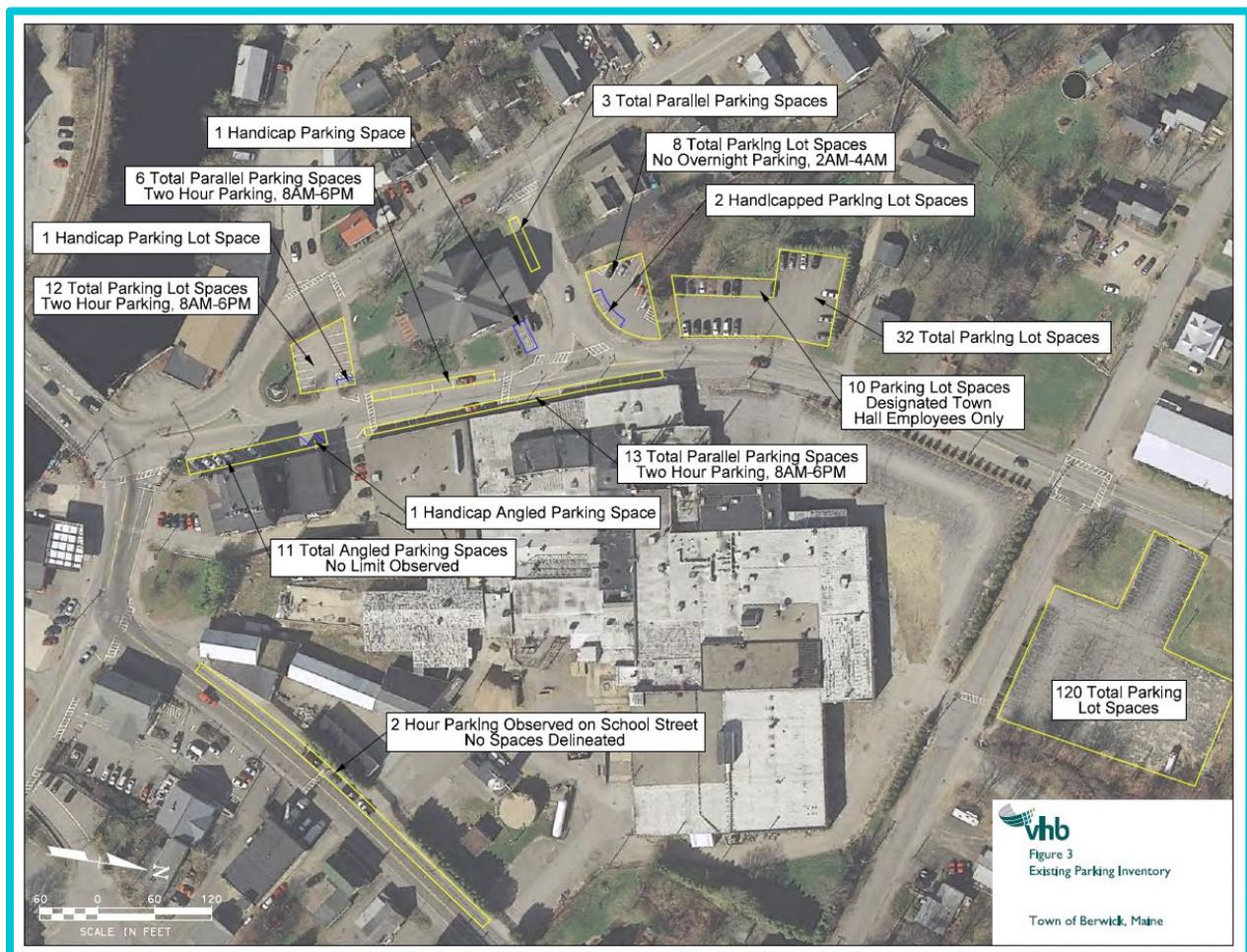
warning field, correct use of pedestrian buttons at signalized intersection, or in otherwise poor condition for use for all types of users. Generally, the sidewalk condition deteriorated the farther they were located from the bridge.



3.5 Parking

A review and field verification of existing parking was conducted by Milone & MacBroom for the Downtown Berwick Bicycle and Pedestrian Study on September 14, 2018. Existing conditions for the parking inventory were based on the 2015 report by VHB, *Berwick Traffic Circulation and Parking*. The results of the fieldwork verified that present parking conditions still match those from the 2015 report.

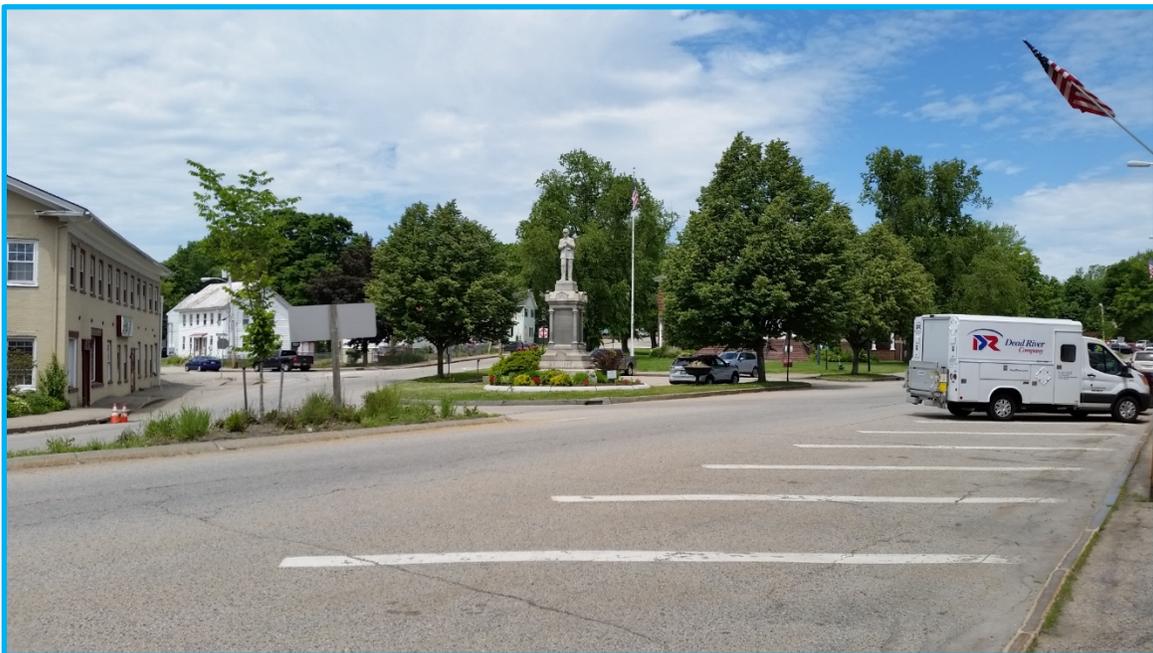
The parking supply in the downtown Berwick area features a mixture of on-street and off-street parking. On-street parking generally consisted of parallel spaces with some angled parking on Sullivan Street near Saw Mill Hill. Off-Street parking included standard parking lot configurations. Most parking spaces were limited to two hours parking time, with the exception of certain off-street lots which served as “park & ride” commuter parking facilities with prohibitions on overnight parking. A parking lot located at the northeast corner of the intersection at Sullivan Street/Wilson Street appears to have space for 120 vehicles but is currently underutilized with poor pavement conditions.



3.5.1 Existing Parking Supply - Berwick Traffic Circulation Evaluation - VHB - 2015

Several key observations for parking in the study area of downtown Berwick were noted by MMI, and recommendations were drafted to help improve conditions. Observations and recommendations include:

- Parking stalls in the vicinity of the town hall on Sullivan Street are located too close to crosswalks. Parking stalls should be located at least 25 feet away from crosswalks to maximize the visibility of waiting pedestrians.
- Parking stalls should be set back from road intersections and driveways 25 feet to ensure visibility of entering and exiting vehicles.
- Angled parking on Sullivan Street near the signalized intersection of Market Street/Saw Mill Hill should be re-evaluated for the safety of vehicles leaving their stalls.
- The 2-Hour time parking limits for many on-street parking facilities should be re-evaluated to determine if they are meeting city goals.
- The handicapped designated parking stall on the Town Hall property may not meet ADA standards because of the steep slope.



3.6 Utilities

MMI was tasked with determining the conditions of the utilities in the study area, including water, sewer, and the stormwater infrastructure. MMI used GIS records and conversations to conclude that there are no major issues with the infrastructure, and that future needs are being planned for by the respective districts or public works. The town of Berwick has an ongoing plan for upgrading its stormwater facilities in an MS4 plan. Discussions held with the Water and Sewer districts did not yield any significant issues, expansions, or concerns with their infrastructure.

ID	Owner	Cond	comments
0		Fair	
1	MS4 active	Fair	
2	MS4 active	Fair	
3	MS4 active	Fair	
4	MS4 active	Fair	
5	MS4 active	Fair	
6	MS4 active	Fair	
7	MS4 active	Fair	
8	MS4 active	Fair	
9	MS4 active	Fair	
10	MS4 active	Fair	
11	MS4 active	Fair	
12	MS4 active	Fair	
13	MS4 active	Fair	
14	MS4 active	Fair	
15	MS4 active	Fair	
16	MS4 active	Fair	
17	MS4 active	Fair	
18	MS4 active	Fair	
19	MS4 active	Fair	
20	MS4 active	Fair	
56	MS4 active	Fair	2 feet toilet
57	MS4 active		
58	MemoDOT		
59	MS4 active		
62	MS4 active	Fair	
64	MS4 active	Fair	
66	MS4 active		
68	MS4 active		
69	Private		
70	Private		
79	MS4 active	Fair	
82	MS4 active		
83	MemoDOT		
84	MemoDOT		
85	MemoDOT		
86	MemoDOT		
87	MemoDOT		
89	MemoDOT		
90	MemoDOT		
91	MemoDOT		
92	MemoDOT		
93	MemoDOT		
94	MemoDOT		
106	MemoDOT		
119	MS4 active	Fair	
120	MS4 active	Fair	
143	Private		
144	MS4 active	Fair	
154	MS4 active	Fair	
155	MS4 active	Fair	
168	MS4 active	Fair	need to check pipes
169	MS4 active		
172	MS4 active		by preplanning and S glets catch b
173	MS4 active		preplanning S yard catch bag
174	MS4 active		
178	MemoDOT	Fair	
179	MemoDOT		
180	MemoDOT	Fair	
181	MemoDOT	Fair	cb is 6 ft ne of point

Berwick Utilities in Study Area

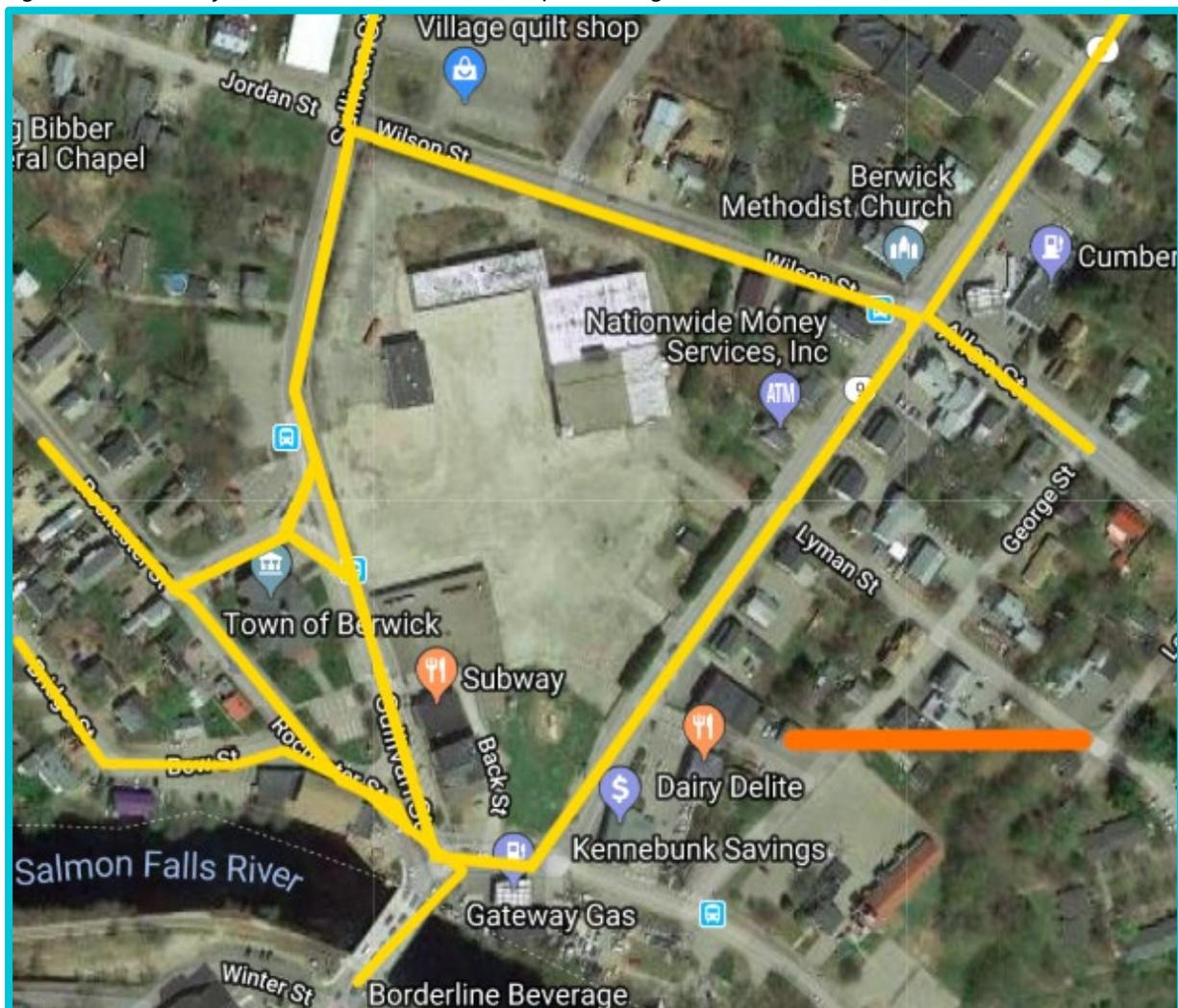


3.7 Bicycling

This report evaluates existing bicycling conditions on the streets surrounding the old tannery in the town of Berwick (see Figure 1). These conditions included both “shared lane” situations, as well as striped shoulder situations. No dedicated bicycle facilities currently exist in the study area.

The riding conditions along the roadways in the study area in Berwick, taken as a whole, were assessed as providing a D or “Moderately Low” Bicycle Level of Service (BLOS), based on a calculation which included road design, traffic volumes, conditions at the road’s edge, and an additional expert estimation value. The total score for the study area was on the low end of the Moderately-Low condition assessment, and even a small increase in traffic volume would likely move the conditions assessment into the Low category.

Figure 1. Streets in yellow are evaluated in this report, orange line indicates 400 feet



The streets evaluated in this report were:

- Allen Street
- Bow Street
- Bridge Street
- Eleanor's Street
- Market Street Bridge
- Rochester Street
- Saw Mill Hill Road
- School Street
- Sullivan Street
- Wilson Street

3.7.1 Method and Process

The assessment of bicycle conditions in this report is based upon field observations, MaineDOT data, and expert estimations of how serviceable conditions are for a typical "Interested but Concerned" rider.

The Reference Bicycle Rider

The *Interested but Concerned* bicycle rider is the "typical" reference standard informing this evaluation. This type of rider was first characterized in Roger Geller's now-famous bicycle rider typology, developed in Portland, Oregon in 2005.

Geller's typology breaks a community's population into four types of bicycle riders: *Strong and Fearless*; *Enthused and Confident*; *Interested but Concerned*; and *No How, No Way*. (see Figure 2).

The Interested but Concerned Rider is the most common type of rider in the US, and may be assumed to constitute approximately 60% of the riders in any area.

Interested but Concerned riders have a desire to use bicycles more for recreation and transportation, but also have concerns about safety that prevents them from riding more often. This rider is generally not very comfortable on non-residential roadways without any bicycle facilities. Such a rider often has:

- limited bicycle handling skills and experience,
- limited experience and confidence with traffic situations,
- limited physical abilities, and
- a perception that they would ride more if they didn't have to share the road with motor vehicle traffic.

For this report, the category may also be assumed to include competent child riders over the age of 10 who may have good handling skills and physical abilities, but less traffic experience and judgment than adults.

If Complete Street principles are to be followed, bicycling conditions should be assessed, and new facilities designed, in terms of how this type of rider is served. As Geller notes in his paper,

"If cycling is to be universally adopted as a means of transportation, then the concerns of the majority must be addressed. In this typology, that majority is the 'interested but concerned.'"

THE 4 TYPES OF BICYCLISTS

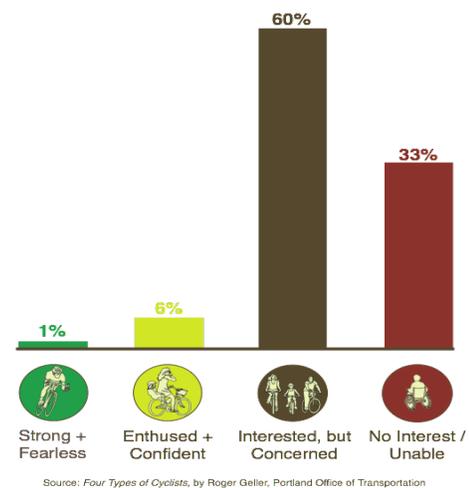


Figure 2: The Geller Typology of Bicycle Riders

Interested but Concerned riders are average people: parents, kids, seniors and other people who would be willing to ride more if the roadway conditions were more encouraging and safer. Such a rider is likely to be influenced by the presence (or absence) of bicycle facilities that provide guidance or separation from traffic. The *Interested but Concerned* rider is the type of rider whose experience should be considered when assessing--or designing--bicycle facilities. *Interested but Concerned* riders are the group this evaluation of Berwick conditions has in mind.

As might be expected, riders of the uppermost two categories of the Geller typology, *Strong and Fearless* and *Enthusied and Confident*, are more tolerant of Low BLOS conditions than the less skilled *Interested but Concerned* riders. But because strong and confident riders are the smallest segment of a community, they are not the group to guide assessment or design.

3.7.2 Objective Measures, Expert Estimation

During the Berwick study fieldwork conducted on October 10, 2018, the assessor rode a bicycle on all of the roads in the study area and performed measurements of lane and shoulder width. Additional observations on the presence of parking, pavement condition, and the complexity of the traffic situations were also collected at this time. The assessor also made some expert individual estimations about bicycle level of service for a typical *Interested but Concerned* bicycle rider.

Average Annual Daily Traffic (AADT) and speed limit data was obtained from the MaineDOT at the Public Map Viewer site:

<https://www.maine.gov/mdot/mapviewer>

In the assessment system used in this report, each road segment's conditions were assigned values for lane width, shoulder width, AADT, pavement condition, posted speed, presence of parking, and complexity of traffic situation. See Figure 3.

Figure 3 Conditions Scoring Matrix

Approx. Lane Width	Value	Shoulder Width	Value	AADT	Value	Pavement Condition	Value	Posted Speed	Value	Parking	Value	Road Complexity	Value	Expert Estimation	Value
14-15	3	≥6	4	≤2000	5	New	3	≤25	3	No	2	Simple	2	Extremely High	5
12 to 13	2	5	3	2000-3400	4	Good	2	30-35	2	Yes	0	Moderate	1	High	4
10 to 11	1	4	2	3500-4400	3	Fair	1	40-45	1			Complex	0	Mod. High	3
≤10	0	3	1	4500-6400	2	Poor	0	≥50	0					Mod Low	2
		0-2	0	6500-8400	1									Low	1
				8500+	0									Very low	0

The final value in the matrix, based on Bicycle Level of Service, permits an Expert Estimation input that accounts for the experience of the assessor and attempts to gauge other, less objective factors such as the comfort or stress an *Interested but Concerned* bicycle rider (described above) might experience.

The assigned values for each segment are summed and divided by 6 to generate a score for each street segment. The average score of all the road segments provides the total score for the study area.

The score each roadway segment received was based on these calculations; a roadway segment could receive any of the following assessments of its Bicycle Level of Service (BLOS).

Average Score	Grade	Description of BLOS
≥3.5	A	Extremely High
3.49-3.00	B	High
2.9-2.5	C	Moderately High
2.49-2.00	D	Moderately Low
1.9-1.5	E	Low
≤1.49	F	Extremely Low

3.7.3 A Proven Approach

This system, blending measurement, observation, MaineDOT data, and expert judgement was developed from two principal sources:

- the Bicycle Level of Service (BLOS) 2.0 model developed by Sprinkle Consulting in 2007 (http://nacto.org/docs/usdg/bicylce_level_of_service_model_sprinkle_consulting.pdf)
- an evaluation system used by Wilbur Smith to assess bicycle conditions on Mount Desert Island in 2002 (Wilbur Smith Associates with Coplon Associates, *Mount Desert Island Bikeway Plan Final Report*, 3/08/02).

The system used in this report has also yielded reliable results in Gorham Maine, as well as in multiple communities on over 100 roadway segments in Washington County, Maine during the development of the Bold Coast Bikeway in 2016-2017.

3.7.4 Overview of Study Area

The Sullivan, Wilson, School Street Trapezoid

The core of the study area is the rough trapezoid of streets around the old Prime Tanning Incorporated plant at the intersection of Maine Route 9 and the New Hampshire border at Salmon Farms River. Across the river is the NH town of Somersworth.

The trapezoid consists of Sullivan Street on the west, Wilson Street on the north, and School Street on the east. A small segment of Saw Mill Hill connects School and Sullivan Streets on the south. The study area also includes Eleanor Lane, short segments of Allen, Bow, and Rochester Streets, as well as the bridge over the Salmon Falls River.

The area is characterized in general by large expanses of asphalt without any bike specific markings or facilities. There are no dedicated bicycle facilities on any of the roads within the study area. The necessity of riding in a shared lane with moderately high traffic volumes make all roadways moderately uncomfortable for riders without considerable experience.

All streets are 2-way, except for Sullivan and Rochester, which are 1-way northbound and southbound, respectively, in the first 600 or so feet from the intersection with Saw Mill Hill Road and the bridge.

School Street has striped 9-foot shoulders that provide good bicycle access, but parking is permitted on the road, and these shoulders disappear as the road meets Saw Mill Hill Road. The Market Street Bridge has 4-foot shoulders that disappear at the intersection with Saw Mill Hill Road. Rochester Street has narrow, 2-foot shoulders. Allen Street has wide 11-foot shoulders that provide good bicycle conditions, but parking is permitted in the shoulders.

All other roads in the study area offer only shared lanes for bicycle access without a painted shoulder stripe or fog line.

The average grade for the Bicycle Level of Service (BLOS) for the study area is a D, Moderately-Low, rating. It is generally neither an inviting nor supportive context for bicycle riding.

Berwick Study Area Bicycle Level of Service Map



Street by Street Assessment

Allen Street

Street Name	Description	Lane Width	Shoulder Width	AADT	Pavement	Posted Speed	Parking	Road Complexity	BLOS Grade
Allen Street	Busy connector /residential street, large shoulders, parking permitted.	10.5	11	4343	Good	30	East bound yes; west bound no	Simple	C Moderately High

Bow Street

Street Name	Description	Lane Width	Shoulder Width	AADT	Pavement	Posted Speed	Parking	Road Complexity	BLOS Grade
Bow Street	Short, quiet connector street, not aesthetically pleasant to ride on	15	0	449 Est.	Fair	25	Yes	Moderate/simple	C Moderately High

Bridge Street

Street Name	Description	Lane Width	Shoulder Width	AADT	Pavement	Posted Speed	Parking	Road Complexity	BLOS Grade
Bridge Street	Quiet residential street, moderately high BLOS conditions	11	0	450	Fair	25	Yes	Simple	C Moderately High

Eleanor's Street

Street Name	Description	Lane Width	Shoulder Width	AADT	Pavement	Posted Speed	Parking	Road Complexity	BLOS Grade
Eleanor Street	Short, busy connector street, not pleasant	16	0	5865	good	25	Yes	Moderate-single lane becomes two	D Moderately Low

Market Street Bridge

Street Name	Description	Lane Width	Shoulder Width	AADT	Pavement	Posted Speed	Parking	Road Complexity	BLOS Grade
Market Street Bridge	Busy bridge, approaches are not bike friendly--shared lanes, high volume	12	4, tapers to less than 2 ft on Maine side	15499	New	25	No	Moderate due to approaches	D Moderately Low

Rochester Street

Street Name	Description	Lane Width	Shoulder Width	AADT	Pavement	Posted Speed	Parking	Road Complexity	BLOS Grade
Rochester Street--1-way segment	Basically, an oversized slip lane, unpleasant for bicycling	15	0	5878	Fair	25	No	complex	E Low
Rochester Street--2-way section	Busy residential street, narrow shoulder has a lip in it	13	0	5878	Fair/good	25	No	simple	C Moderately High

Saw Mill Hill Road

Street Name	Description	Lane Width	Shoulder Width	AADT	Pavement	Posted Speed	Parking	Road Complexity	BLOS Grade
Saw Mill Hill	Nightmarish expanse of traffic-filled asphalt moving chaotically	18/12/12	Less than 2	9786	Good	25	No	complex	E Low

School Street

Street Name	Description	Lane Width	Shoulder Width	AADT	Pavement	Posted Speed	Parking	Road Complexity	BLOS Grade
School Street	Wide, busy road with good shoulders that end at Saw Mill Road.	11.5	9	7450	Good	30/25	Yes	Moderate	D Moderately Low

Sullivan Street

Street Name	Description	Lane Width	Shoulder Width	AADT	Pavement	Posted Speed	Parking	Road Complexity	BLOS Grade
Sullivan Street (Saw Mill to just beyond Rochester)	Busy wide 1-way, confusing as to whether it is one lane or two, somewhat confusing context, urban, unpleasant, angled in parking	15+	0	5826	Good		Yes, front angled	Complex	E Low
Sullivan Street (to Eleanor)	Busy wide 1-way, confusing as to whether it is one lane or two, somewhat confusing context with 1-way turning to 2-way, urban, unpleasant riding, parallel parking	20.5,	0	5393	Good	25	Yes, parallel	Moderate	E Low
Sullivan Street (to Rollins)	Busy 2-way residential street, moderately high conditions	15/13	0	6237	Good	25	Yes	Simple	C Moderately High

Wilson Street

Street Name	Description	Lane Width	Shoulder Width	AADT	Pavement	Posted Speed	Parking	Road Complexity	BLOS Grade
Wilson Street (to George St)	Busy 2-way connector/residential street, decently wide lanes, moderately high BLOS	12.5	0	3525	Good	25	Yes	Simple	C Moderately High

3.8 Traffic Modeling

In order to determine existing traffic delays in the downtown Berwick area, a traffic model utilizing *Synchro* and *SimTraffic* software was created. The traffic volumes utilized were taken from the 2015 report by VHB, *Berwick Traffic Circulation and Parking*. To calibrate the model from model year 2015 to 2018, the traffic volumes were increased to match expected traffic growth recommended by MaineDOT. The MaineDOT area transportation models advise an increase of 0.5% traffic volume growth per year, which in our case would be an increase of 1.5% total.

For the two signalized intersections in the study area, School Street at Wilson Street and Sullivan Street at Market Street, the signal timing data was collected on September 14th, 2018 which was programmed into the traffic model. The projected 2018 volumes are shown in the graphic below for the AM and PM peak hours.



Study area AM Traffic Volumes brought to 2018



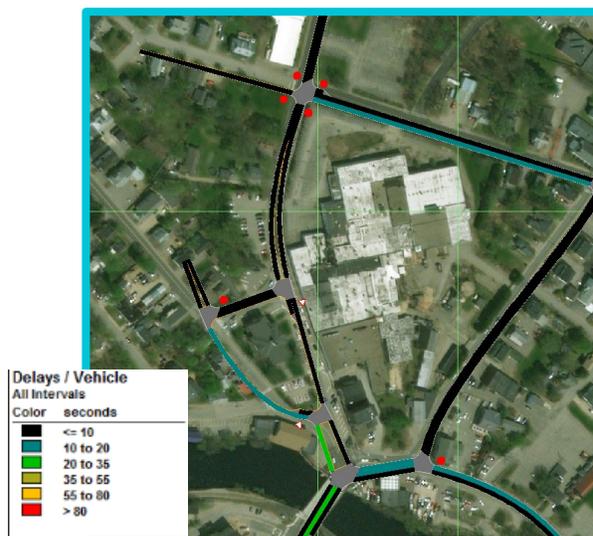
Study area PM Traffic Volumes brought to 2018

The micro-simulation software model was then used to determine existing traffic delays. The resulting modeled traffic delay, shown below in table form, was minimal. Observations during site visits to the study area confirmed the apparent delays. While there was a clear difference in vehicle delay and queuing during peak hour traffic times in the AM and PM, the intersections were able to process vehicles smoothly at both the signalized and unsignalized intersections.

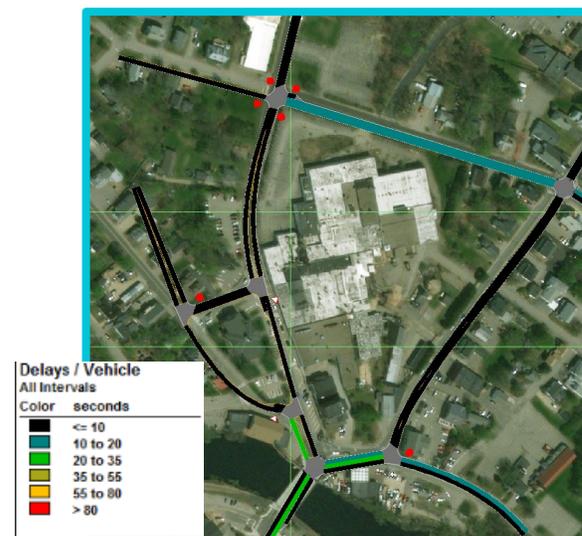
The table below displays a traffic analysis of the existing traffic delay for certain major intersections in the study area:

Predevelopment AM		
Intersection	Overall Delay (s)	LOS
Market/Sullivan/Saw Mill Hill	18.6	B
School/Wilson/Allen	9.7	A
Sullivan/Wilson/Jordan	6.8	A
School/Saw Mill Hill	3.1	A

Predevelopment PM		
Intersection	Overall Delay (s)	LOS
Market/Sullivan/Saw Mill Hill	18.8	B
School/Wilson/Allen	12.3	B
Sullivan/Wilson/Jordan	8.7	A
School/Saw Mill Hill	2.1	A



Study area existing AM vehicle delay



Study area existing PM vehicle delay

While some intersection approaches may individually have higher delay with queuing, mostly due to peak hour commuter traffic volumes, the overall delay for the intersections is quite low. The lower existing delay will allow for future concept plans, which may necessitate an increase in vehicular delays in order to balance the road and intersection needs of non-vehicular transportation system users, such as pedestrians and bicycles. The proposed concepts will take into consideration the increasing system-wide vehicular volumes in the future.

4.0 CONCEPT ALTERNATIVES

Three concept alternatives were created by the Milone & MacBroom team for the Downtown Berwick Study. These recommendations were formed using both the original purpose and need statement, and in response to meetings with stakeholder groups, area businesses, community forums, and online surveys with the general public. A fourth alternative, No-Build, where no improvements were made to the area while background growth continued was also considered in the analysis. Improvements were proposed for the entire study area, but the differences between the alternatives are only found in the area in the vicinity around the Berwick Town Hall.

Of the recommendations that are shared among all alternatives (except the no-build alternative), converting Eleanor Street to a 2-way traffic street will provide two distinct advantages for the area. The first advantage will be the ability to move the east-west through traffic further from the downtown. The second advantage will accommodate a future driveway to the central development property.

Other recommendations used for all concepts include filling the missing gaps in sidewalks (sidewalks on both sides of the road are recommended for almost all streets in the study area), changing Sullivan Street between Eleanor Street and Rochester Street to 2-way traffic, reducing westbound lanes on Saw Mill Hill at the signalized intersection to one lane, and reconfiguring the intersection of Saw Mill Hill with School Street to a more formal "T" intersection. This last recommendation will reduce the confusion that is currently occurring at the School Street/Saw Mill Hill intersection, will allow more efficient through movement of vehicles, and reduce the distance for pedestrians who need to cross the street.

The streetscape design is intended to match the look of Somersworth, with concrete sidewalks and street trees. The following are further descriptions of the three concepts, as well as line drawings of their distinctive differences.



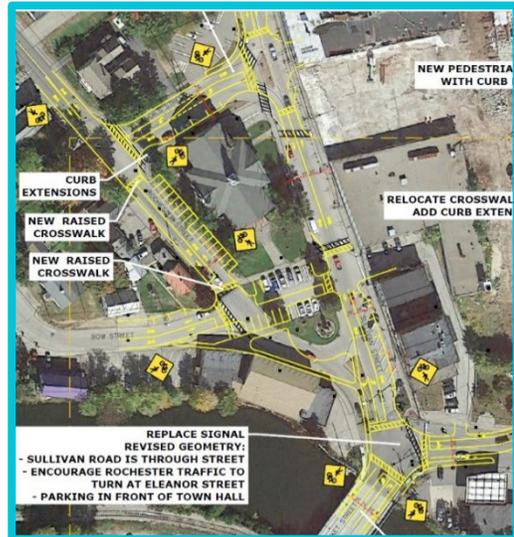
Berwick Sub-Area, where the majority of substantial concept alternatives differ.

4.1 Concept Alternatives

Concept 1 – Pedestrian Center – Rochester Street is converted from a through-street for the downtown into a stop-controlled intersection at Bow Street. This subset of the intersections features narrower streets with raised crosswalks. The area would be focused more on pedestrian movements with wide sidewalks and plaza areas. The assumption would be that a majority of traffic would use Eleanor Street, now converted to 2-way traffic, on to Sullivan Street. It is assumed that traffic will be discouraged from using Rochester Street from Eleanor Street to Sullivan Street due to the traffic calming measures. Additional parking would be provided on the streets around the town office.



Concept 2 – Rochester Street (1) – Instead of both Sullivan Street and Rochester Street converging as separate streets into the signalized intersection with Saw Mill Hill, Rochester Street becomes the only southbound approach. Sullivan Street abuts into Rochester Street southeast of Bow Street, and left turns are prohibited from Rochester Street to Sullivan Street. The area above Saw Mill Hill, currently open space and an off-street parking lot, will be converted to additional off-street parking with a driveway entrance opposite of the new intersection with Saw Mill Hill. It is assumed that traffic will shift away from Sullivan Street and onto Rochester Street in the area.



Concept 3 – Rochester Street (2) – Similar to Concept 2, Concept 3 differs in that it allows left turns from Rochester Street to Sullivan Street at their intersection above the signalized intersection of Sullivan Street with Saw Mill Hill, but does not add certain on-street and off-street parking for the downtown.



4.2 Traffic Analysis Results

Analysis for the future scenario alternatives, in what will be called post-development (meaning after proposed street network changes are made), was performed on each concept using *Synchro* and *SimTraffic* traffic modeling software in both the AM and PM peak hours. Traffic delay for the intersections are summarized using two metrics; overall delay to the intersection measured in seconds, and the corresponding Level-of-Service (LOS) represented as letter grades from A to F. Also represented graphically are the LOS grades for each approach. The complete report analysis is included in the Appendix.

Level of Service (LOS)	Signalized Intersection	Unsignalized Intersection
A	≤10 sec	≤10 sec
B	10-20 sec	10-15 sec
C	20-35 sec	15-25 sec
D	35-55 sec	25-35 sec
E	55-80 sec	35-50 sec
F	≥80 sec	≥50 sec

Delays / Vehicle All Intervals

Color seconds



≤ 10



10 to 20



20 to 35



35 to 55



55 to 80



> 80

4.2.1 Concept 1

For this scenario, Concept 1 was implemented, and all volumes were increased by 10%, which is MaineDOT’s projection for the 20-year increase for design traffic volumes. Traffic signal timing was optimized at both signalized intersections. It was assumed that a certain portion of the traffic would use the new city street section that is bisected by Bow Street. Through traffic was diverted away from Rochester Street to model driver’s reaction to the traffic calming modifications for the area. Modeling shows that there may be an increase of delay to vehicles from Market Street to Sullivan Street in the AM and PM, and additional delay to Saw Mill Hill on to School Street in the PM due to the elimination of a lane westbound at the Sullivan Street/Market Street signalized intersection.

Future AM – Concept 1		
Intersection	Overall Delay (s)	LOS
Market/Rochester/Saw Mill Hill	21.0	C
School/Wilson/Allen	11.2	B
Sullivan/Wilson/Jordan*	7.3	A
School/Saw Mill Hill*	5.5	A
Rochester/Bow*	4.6	A

*Unsignalized

Future PM – Concept 1		
Intersection	Overall Delay (s)	LOS
Market/Rochester/Saw Mill Hill	27.9	C
School/Wilson/Allen	12.6	B
Sullivan/Wilson/Jordan*	10.0	B
School/Saw Mill Hill*	5.3	A
Rochester/Bow*	3.7	A

*Unsignalized



Concept 1 – Future AM



Concept 1 – Future PM

4.2.2 Concept 2

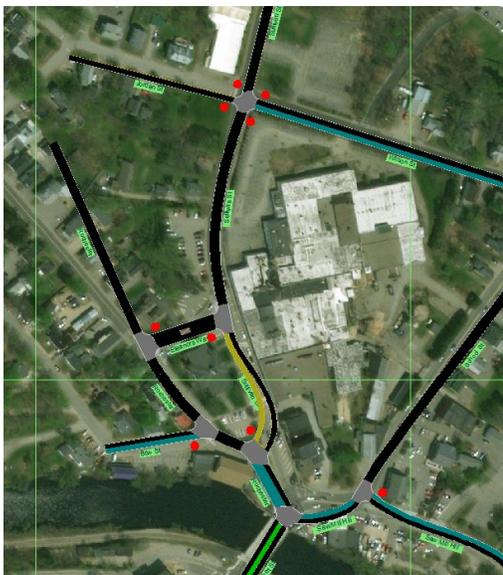
For this scenario, Concept 2 was implemented, and all traffic volumes were increased by 10%, which is MaineDOT's projection for the 20-year increase for design traffic volumes. Traffic signal timing was optimized at both signalized intersections. It was assumed that drivers would favor using Rochester Street over Sullivan Street in the modeling that sets Rochester Street as the through street and adds traffic calming measures on Sullivan Street. Modeling shows that there may be some amount of delay for Sullivan Street traffic on to Rochester Street in the AM. The delay may be reduced as drivers divert to Rochester Street via Eleanor Street, moving and averaging the delay between the approaches.

Future AM – Concept 2		
Intersection	Overall Delay (s)	LOS
Market/Rochester/Saw Mill Hill	17.3	B
School/Wilson/Allen	11.2	B
Sullivan/Wilson/Jordan*	7.2	A
School/Saw Mill Hill*	4.7	A
Rochester/Sullivan*	9.6	A

*Unsignalized

Future PM – Concept 2		
Intersection	Overall Delay (s)	LOS
Market/Rochester/Saw Mill Hill	20.2	C
School/Wilson/Allen	14.3	B
Sullivan/Wilson/Jordan*	9.4	A
School/Saw Mill Hill*	4.1	A
Rochester/Sullivan*	4.2	A

*Unsignalized



Concept 2 – Future AM



Concept 2 – Future PM

4.2.3 Concept 3

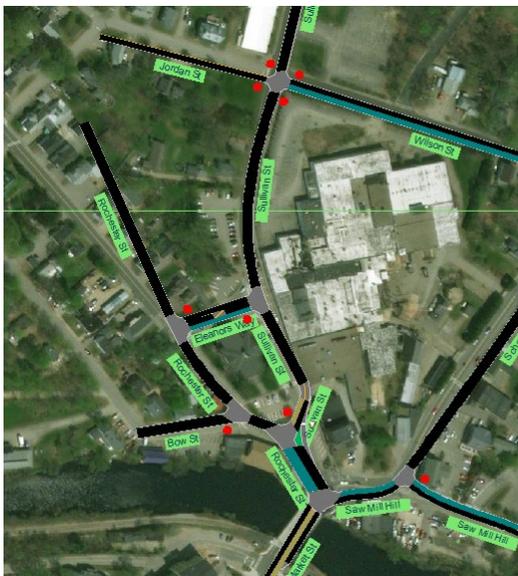
For this scenario, Concept 3 was implemented, and all volumes were increased by 10%, which is MaineDOT’s projection for the 20-year increase for design traffic volumes. Traffic signal timing was optimized at both signalized intersections. It was assumed that drivers would favor using Rochester Street over Sullivan Street in the modeling because of the design, which sets Rochester Street as the through street and adds traffic calming measures on Sullivan Street. Modeling shows that there may be an increase of delay to vehicles from Market Street to Sullivan Street in the AM.

Future AM – Concept 3		
Intersection	Overall Delay (s)	LOS
Market/Rochester/Saw Mill Hill	17.5	B
School/Wilson/Allen	11.2	B
Sullivan/Wilson/Jordan*	7.2	A
School/Saw Mill Hill*	3.7	A
Rochester/Sullivan	7.3	A

*Unsignalized

Future PM – Concept 3		
Intersection	Overall Delay (s)	LOS
Market/Rochester/Saw Mill Hill	20.0	C
School/Wilson/Allen	13.5	B
Sullivan/Wilson/Jordan*	9.4	A
School/Saw Mill Hill*	8.1	A
Rochester/Sullivan	3.0	A

*Unsignalized



Concept 3 – Future AM



Concept 3 – Future PM

4.2.4 No Build

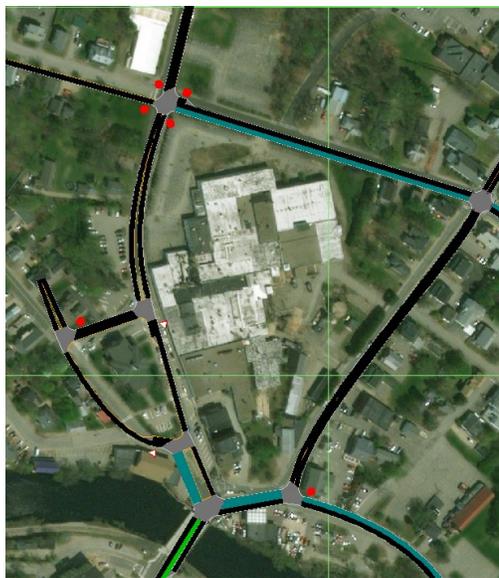
For this scenario, *no changes* were made to the street network, and all volumes were increased by 10%, which is MaineDOT’s projection for the 20-year increase for design traffic volumes. Traffic signal timing was optimized at both signalized intersections. Modeling shows that there may be an increase of delay to vehicles from Market Street to Sullivan Street in the AM.

Future AM – No Build		
Intersection	Overall Delay (s)	LOS
Market/Sullivan/Saw Mill Hill	18.8	B
School/Wilson/Allen	10.5	B
Sullivan/Wilson/Jordan*	7.2	A
School/Saw Mill Hill*	5.6	A

*Unsignalized

Future PM – No Build		
Intersection	Overall Delay (s)	LOS
Market/Sullivan/Saw Mill Hill	23.4	C
School/Wilson/Allen	14.3	B
Sullivan/Wilson/Jordan*	9.8	A
School/Saw Mill Hill*	3.0	A

*Unsignalized



No Build – Future AM



No Build – Future PM

4.2.5 Concept 1A

For this scenario all volumes were increased by 10%, which is MaineDOT’s projection for the 20-year increase for design traffic volumes. Traffic signal timing and phasing was optimized at both signalized intersections. In addition to the changes proposed in Concept 1, this scenario removes access via the ‘Bow Street Extension’ and diverts all through traffic vehicles to Sullivan Street via Eleanor’s Street.

Future AM – Concept 1A		
Intersection	Overall Delay (s)	LOS
Market/Rochester/Saw Mill Hill	11.6	B
School/Wilson/Allen	11.0	B
Sullivan/Wilson/Jordan*	7.2	A
School/Saw Mill Hill*	2.7	A
Sullivan/Eleanor	5.3	A

*Unsignalized

Future PM – Concept 1A		
Intersection	Overall Delay (s)	LOS
Market/Rochester/Saw Mill Hill	15.5	B
School/Wilson/Allen	13.6	B
Sullivan/Wilson/Jordan*	10.3	B
School/Saw Mill Hill*	3.3	A
Sullivan/Eleanor	5.0	A

*Unsignalized



Concept 1A – Future AM



Concept 1A – Future PM

4.3 Summary

After meeting with the town and stakeholder group, comments were received on the proposed design alternatives. Concepts 2 and 3 were rejected and unanimous support was given to Concept 1. Some members wanted to additionally preserve the central portion of the downtown area—the area near the town hall and Civil War monument. Three additional concepts were then provided to the town. These three designs were to include cutting off the parking access from Sullivan Street, or cutting off parking access from Rochester Street, or eliminating the on-street parking entirely in favor of an expanded park area. For all scenarios the traffic modeling would remain the same with all traffic being routed to Sullivan Street as opposed to the previous Concept 1 which allowed some amount of traffic to filter through the area.

The Concept 1A traffic model appears to function well with the projected 20-year horizon of a 10% increase in traffic volume. Study goals favored slowing traffic down and allowing additional area vehicle delay (in favor of increased safety), mainly due to the general perception that there is little existing delay. Peak hour delays for certain approaches may be increased in the concept scenarios, but they are not seen as major increases over the no-build scenario.

Later discussions with town staff in public safety and public works departments brought up concerns over certain access and maintenance issues associated with Concept Alternative 1A, namely that the increased radiuses for the curb extensions and the narrower roads may increase the time of emergency response and snow removal. MMI reminded the town staff that the proposals and recommendations of Concept Alternative 1A were not a design and were for planning purposes only. When a project is moved forward in the future a stricter design process will be followed, which may include features such as mountable curbs. MMI reminded the town that the design elements were originated from the original purpose and need statement and comments received from the public and the committee formed by the town. It is important for the town to consider that a plan should be put in place in advance of development of the Prime Tanning parcel, or the development may dictate the downtown palette.

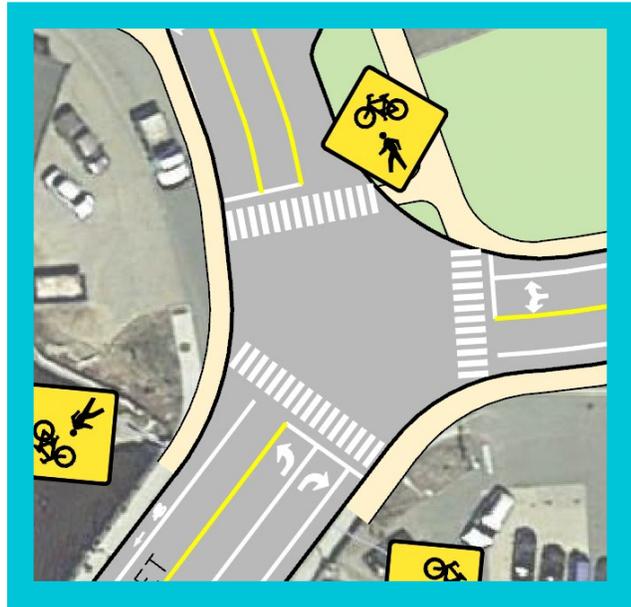


5.0 RECOMMENDATIONS – CONCEPT ALTERNATIVE 1A

5.1.1 Intersections:

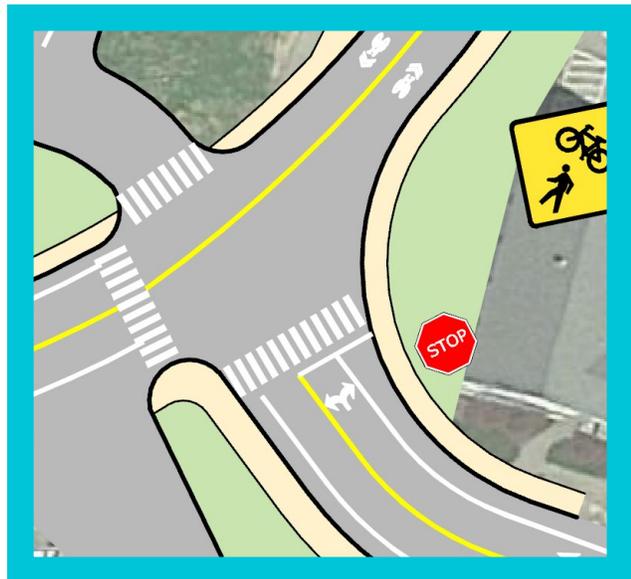
Rochester Street/Saw Mill Hill/Sullivan Street

Improvements include a removal of the westbound right turn lane, which then converts the existing left turn lane into a left and right turn lane. The extra space taken from the right turn lane will allow additional greenspace at the intersection. A crosswalk is added to the northside of the intersection across Sullivan Street. A diagonal parking space closest to the intersection is removed on Sullivan Street to allow safer backouts for vehicles. The approach lanes have been narrowed to discourage higher vehicle speeds. Bicycle lanes have been continued from Somersworth. ADA improvements would be made where necessary.



Saw Mill Hill/School Street

Improvements include a total geometric reconfiguration of the intersection. Saw Mill Hill is brought to a "T" at the intersection with School Street. This will allow a safer crossing with vehicles approaching School Street at 90 degrees. The crosswalks will all be a shorter crossing distance. Bicycle lanes from Somersworth terminate at this intersection where shared lane markings begin. The approach lanes have been narrowed to discourage higher vehicle speeds. Back Street, with additional parking, has been moved to be opposite of Saw Mill Hill for safety. ADA improvements would be made where necessary.



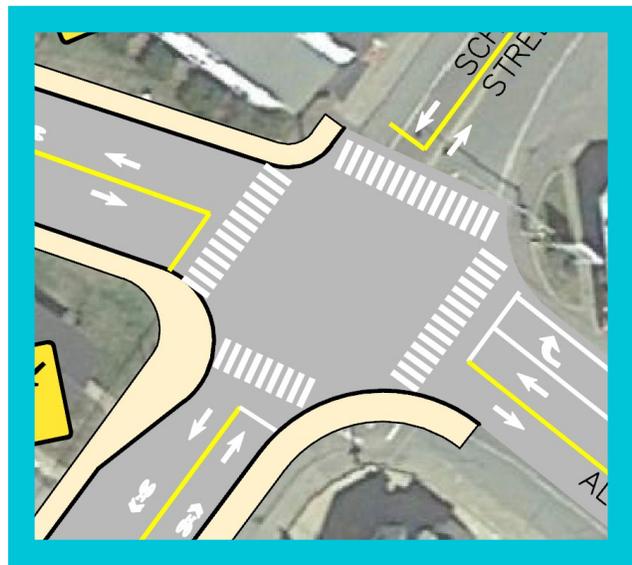
School Street/Lyman Street

Improvements include a new crosswalk and curb extensions (aka pedestrian bump-outs), to decrease the crossing distance on School Street. The intersection has been reconfigured to provide access to a future internal road on the former Prime Tanning parcel. Parking spaces are eliminated in the immediate vicinity to further increase the sight distance for pedestrians. Shared lane markings have been added for bicycles. ADA improvements would be made where necessary.



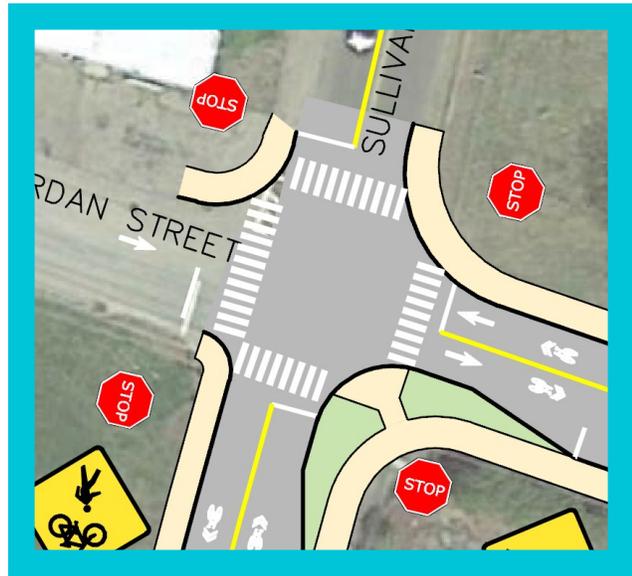
School Street/Wilson Street Allen Street (MaineDOT designated High Crash Location)

Improvements include the replacement of the traffic signal hardware. The traffic controller and other traffic signal equipment is old and does not run optimally. Other improvements include curb extensions to reduce pedestrian crossing distances for safety. Due to the intersection being designated a High Crash Location from MaineDOT, additional safety improvements should be considered. For bicycles, shared lane markings have been added. ADA improvements would be made where necessary.



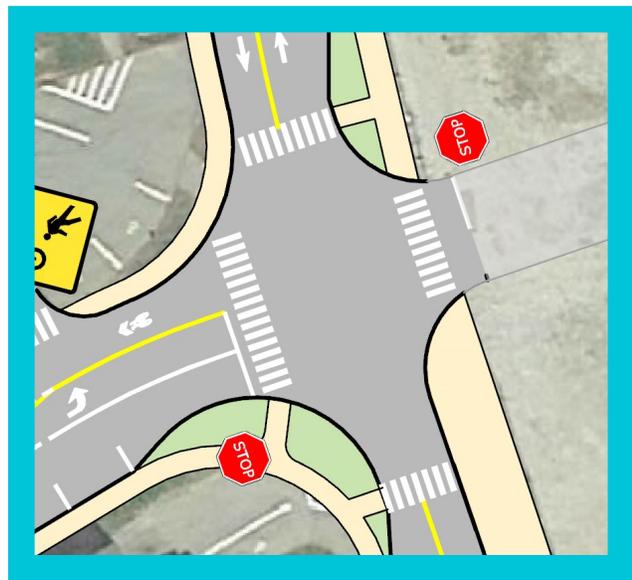
Wilson Street/ Sullivan Street/Jordan Street

Improvements include adding curb extensions to reduce the crossing distance for pedestrians to improve safety. Also proposed is a landing area for pedestrian crossing to and from the northwest corner of the intersection which is currently at grade with the road. Sidewalks would be continued through the area. Shared lane markings have been added for bicycles. ADA improvements would be made where necessary.



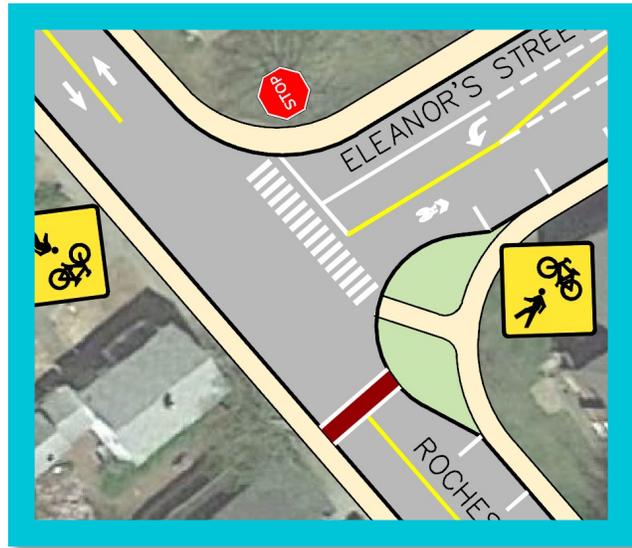
Sullivan Street/Eleanor's Street

Improvements include a new crosswalk and curb extensions. The intersection has been reconfigured to provide access to a future internal road on the former Prime Tanning parcel. Parking spaces are eliminated in the immediate vicinity to further increase the sight distance for pedestrians. The intersection now allows for 2-way vehicle travel on both Eleanor Street and Sullivan Street below Eleanor Street. A handicapped accessible parking spot has been designated for the nearest on-street parking stall. This intersection may be signalized with any significant development in the former Prime Tanning parcel. Shared lane markings have been added for bicycles. ADA improvements would be made where necessary.



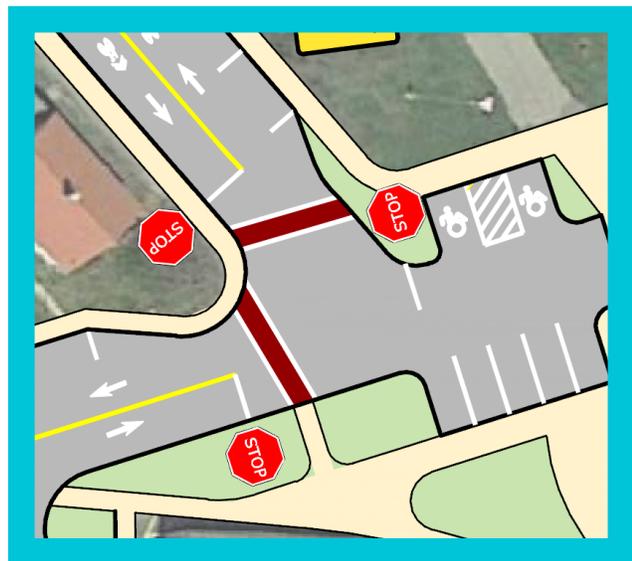
Rochester Street/Eleanor's Street

Improvements include curb extensions and a raised crosswalk. The raised crosswalk should discourage higher vehicle speeds. Vehicle travel is now 2-way on both Eleanor's Street and Rochester Street below Eleanor's Street. Shared lane markings have been added for bicycles. ADA improvements would be made where necessary.



Rochester Street/Bow Street

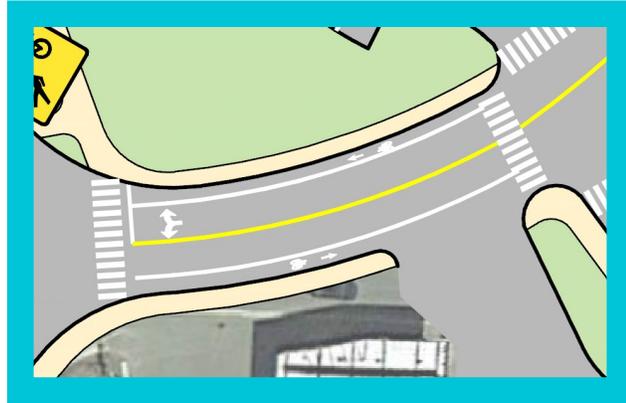
Improvements include curb extensions and a raised crosswalk. The raised crosswalk for the Bow Street and Rochester Street approaches should discourage higher vehicle speeds. Access to the parking lot is now made from Rochester Street instead of Sullivan Street. Shared lane markings have been added for bicycles. ADA improvements would be made where necessary.



5.1.2 Roadway Sections:

Saw Mill Hill – Sullivan Street to School Street

Improvements include the removal of the westbound right turn lane, which will allow for additional greenspace, a bike lane, and pedestrian amenities without adding significant vehicle delay. The lanes are marked at 11-feet wide which should discourage higher vehicle speeds. The road has been realigned to the north to be consistent with the proposed improvements at the School Street/Saw Mill Hill intersection. ADA improvements would be made where necessary.



School Street – Saw Mill Hill to Lyman Street

Improvements include narrowing of the lanes to 11 feet and delineating the parking on the west side of the road. Gaps in the sidewalk are filled. A crosswalk with a rectangular-rapid-flashing-beacon (RRFB) is proposed at Bernier Street. For bicycles, shared lane markings have been added. While not in the proposed improvements, MMI has identified areas near the bank and fire station where curb cuts could be eliminated to increase safety for all users. Removing access at the fire station would be contingent on whether the department was moved to a new location. ADA improvements would be made where necessary.



School Street – Lyman Street to Wilson Street

Improvements include narrowing of the lanes to 11 feet and delineating the parking on the west side of the road. Gaps in the sidewalk are filled on the northeast side of the section. Shared lane markings have been added for bicycles. ADA improvements would be made where necessary.



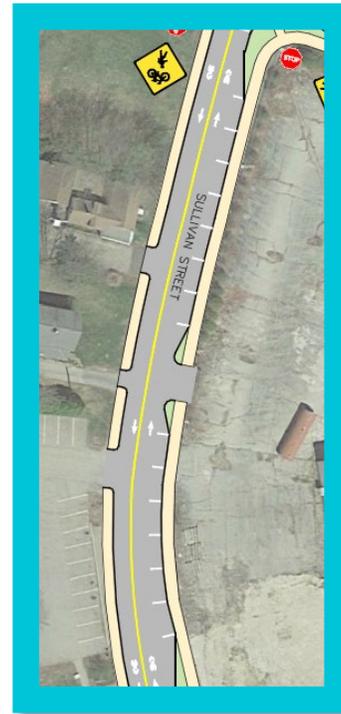
Wilson Street – Sullivan Street to School Street

Improvements include narrowing of the lanes to 11 feet and delineating the parking on each side of the road. A crosswalk with a rectangular-rapid-flashing-beacon (RRFB) is proposed at the driveway to the Police Station. Curb extensions were also added at the crosswalk to reduce pedestrian walking distances. Shared lane markings have been added for bicycles. ADA improvements would be made where necessary.



Sullivan Street – Wilson Street to Eleanor’s Street

Improvements include narrowing of the lanes to 11 feet and delineating the parking on the east side of the road. Gaps in the sidewalk are filled on the west side of this section. For bicycles, shared lane markings have been added. Curb extensions have been added at the driveway to the central parcel. ADA improvements would be made where necessary.



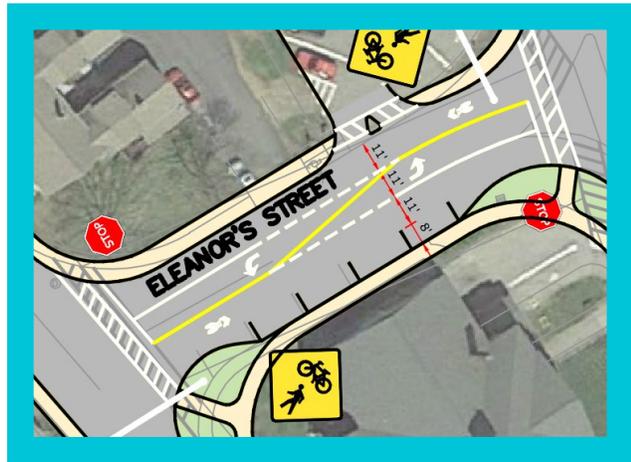
Sullivan Street – Market Street to Eleanor’s Street

Improvements include narrowing of the lanes to 11 feet and curb extensions at Back Street, to reduce the distance of pedestrians crossing the street. Two-way parking has been reintroduced. Diagonal parking has been retained near Saw Mill Hill. This was not the MMI’s first choice, which preferred parallel parking and the addition of a much wider sidewalk. For bicycles, shared lane markings have been added. ADA improvements would be made where necessary.



Eleanor's Street – Rochester Street to Sullivan Street

Improvements include narrowing of the lanes to 11 feet and allowing 2-way traffic. Left turn lanes have been added to facilitate vehicle movements for the increase in traffic from the termination of Rochester Street. For bicycles, shared lane markings have been added. ADA improvements would be made where necessary.



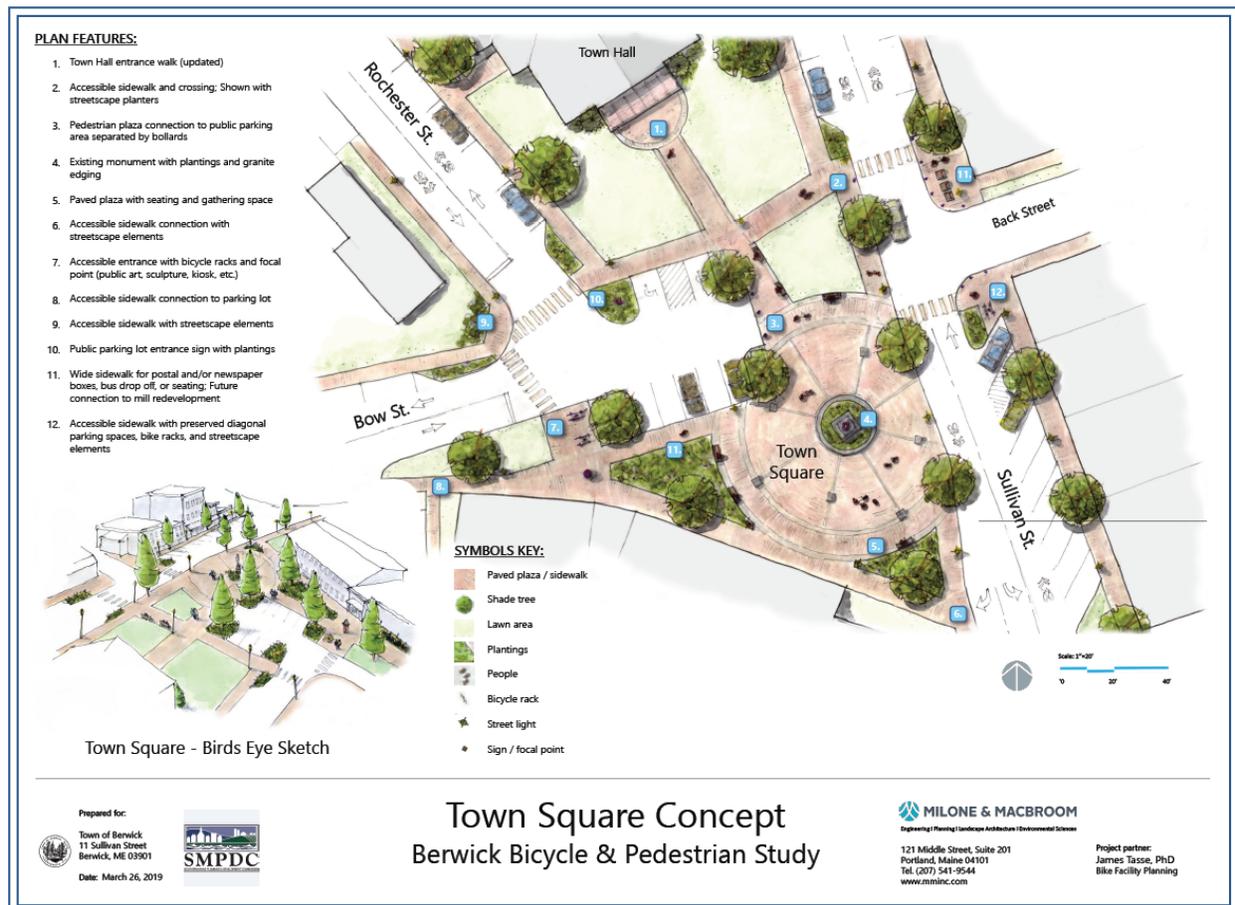
Rochester Street – Eleanor's Street to Bow Street

Improvements include narrowing of the lanes to 12 feet and allowing 2-way traffic. Rochester Street is essentially dead-ended at Bow Street, forcing through traffic to turn on to Eleanor's Street. Parallel parking spaces have been added to the east side of the road, but MMI created these as an offset to parking spaces lost elsewhere in the vicinity. The preference would be to eliminate the parking, add narrow shoulders, and increase the size of the sidewalk. For bicycles, shared lane markings have been added. ADA improvements would be made where necessary.



Pedestrian Plaza

A pedestrian plaza is proposed for the area surrounding the Civil War monument south of the Berwick Town Hall. The area would be a mix of pavers, grass, and hardscaping. Trees would also be added in certain locations. The Parking lot has been retained, but MMI left this as an offset to parking spaces lost elsewhere in the vicinity. The preference would be to eliminate the parking, and increase the plaza area for continuity, preserving a space in the downtown free from vehicle conflicts and allowing town community events.



Concept Alternatives 1B and 1C

In addition to concept alternative 1A, alternatives 1B and 1C were created to give options to the design of the pedestrian plaza. The Option 1B layout features a total removal of parking from the pedestrian plaza area. This layout was most favored by MMI. The Option 1C layout features the original parking lot with access from Sullivan Street. This layout was not recommended by MMI.

5.2 Planning Level Cost Estimates – Concept 1A

Planning level cost estimates were created for Concept Alternative 1A. A planning level cost estimate is differentiated from cost estimated derived from a design concept in that the numbers are known to be a much less exact estimate. The estimate is based on the recommendations of the study and are enumerated from MaineDOT published average quantity rates. Other portions of the cost estimate, such as landscaping costs, are based on assumed levels and are merely placeholders waiting for the final design.

The cost estimate was further divided into phases. The phases were arranged to allot all the projects proposed from the recommendations into manageable portions, in both a financial sense and construction scheduling for the area. Additionally, there are certain unknowns for the cost estimates that cannot be taken into account until the project is brought forward to design with survey and preliminary design beyond the concept phase. MMI's cost estimate is factoring an increase into the estimated project costs with a contingency for both the unknown components and the increase in construction costs of a project that will not be put out to bid for several years.

Listed below are the cost estimates for the project by location and as grouped together for the phasing of the projects.



Proposed Phases of Construction

Cost Estimate and Phasing of Alternative 1A

Phase 1	
Sullivan at Wilson/Jordan	\$ 276,000
Wilson Street	\$ 669,000
School at Wilson/Allen	\$ 46,500
<i>Design and Inspection</i>	\$ 247,875
Total	\$ 1,239,375

Phase 2	
School at Saw Mill Hill	\$ 94,500
School Street - Wilson to Saw Mill Hill	\$ 693,000
<i>Design and Inspection</i>	\$ 196,875
Total	\$ 984,375

Phase 3	
Sullivan at Saw Mill Hill/Market	\$ 289,500
School Street - Saw Mill Hill to Sullivan	\$ 239,000
<i>Design and Inspection</i>	\$ 132,125
Total	\$ 660,625

Phase 4	
Sullivan at Eleanor	\$ 31,500
Rochester at Eleanor	\$ 19,500
Rochester at Bow	\$ 26,000
Sullivan - Saw Mill Hill to Eleanor	\$ 116,000
Eleanor Street	\$ 72,000
Rochester Street	\$ 129,000
Bow Street	\$ 93,000
Pedestrian Plaza	\$ 310,000
Sullivan - Eleanor to Wilson	\$ 209,000
<i>Design and Inspection</i>	\$ 251,500
Total	\$ 1,257,500

Grand Total

\$ 4,141,875

6.0 APPENDICES

- A. Meeting Notes
- B. Traffic Modeling
- C. Crash History
- D. Bicycle Recommendations Report
- E. Concept Alternative 1, 2, 3
- F. Concept Alternatives 1A, 1B, 1C

A. Meeting Notes

KACTS – Berwick Downtown Vehicle, Bicycle, and Pedestrian Study
Berwick Town Hall (*Enter main entrance, first floor conference room, left on entry*)
August 27, 2018, at 3:00 p.m.

▪ **Introductions**

- Who is here; who is missing
- Who are the important land/business owners?

▪ **Determine Final Study Scope and Schedule**

- Review proposal scope – edits/additions
- Confirm study area – draft map – edits/agreement
- Confirm development proposal(s) impacts on scope
- Opportunities to streamline tasks
 - o What developer is doing; what MMI is doing; what is fixed and what can change?

ACTION: Confirm scope elements, tasks, and time line schedule.

▪ **Purpose & Need (P&N)**

- Proposed P&N statement – review and edit
- Send out P&N statement.

ACTION: Confirm agreement.

▪ **Data Collection – What is available/what do we collect?**

- Parking
- Bicycle and pedestrian facilities
- Traffic – turning movement count locations; safety/crash data – HCLS, bike/pedestrian problem areas, speeding areas, etc.
- Subsurface utilities, drainage

ACTION: Identify data available and who supplies and data MMI needs to generate

▪ **Public Meeting and Prior Stakeholder Meeting**

- List of interested, affected stakeholders – from town
 - o Town led
- Meeting with land/business stakeholders PRIOR to public meeting
- Potential dates early November

ACTION: Tentative first public meeting date(s)

▪ **Set next study team meeting date.**



Berwick Downtown Vehicle, Bicycle, and Pedestrian Study
Berwick Town Hall 3 PM 8/27/19

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Lee Jay Feldman

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Tom Reinauer

TReinauer@smadc.org

Project: KACTS - Berwick Downtown Vehicle, Bicycle, and Pedestrian Study
MMI #: 6510-02
Subject: Kick-Off Meeting
Location: Berwick Town Hall
Date: August 27, 2018, at 3:00 p.m.

ATTENDEES:

John Adams, MMI	Rick Vanderburg, Credere Associates
Jason Ready, MMI	Lee Jay Feldman, KACTS/SMPDC
Carl Eppich, MMI	Tom Reinauer, KACTS/SMPDC
Frank Underwood, Envision Berwick	Erik Sanderson, KACTS/SMPDC
Steve Eldridge, Town Manager	James Bellissimo, Planning Technician, Berwick
Tom Wright, Board of Selectman	Mark Kehaya, Fund of Jupiter

1. Introductions

Introductions were made around the table. Representatives identified as missing are: Maine DOT representatives, Chris Mann, and/or Daryl Belz. Representatives which should be invited: Somersworth, NH staff Shana Sanders and/or Mike Bobinsky and Falls Chamber of Commerce representatives (joint chamber for Berwick and Somersworth). James Bellissimo will create a list of land and business owners for MMI.

2. Determine Final Study Scope and Schedule

Staff asked the committee to review Milone & MacBroom's (MMI) proposal scope for suggestions of edits and additions. Modifications to all rights of way in the area should be utilized as necessary for geometric and one/two-way street vehicle flow modifications. The committee desires improvements to vehicular mobility, reduced congestion, traffic calming, improving and adding bicycle and pedestrian infrastructure, and overall safety of the downtown area. The committee desires access to additional transit service and, a shuttle to the Navy yard. Parking in the downtown is perceived to be inadequate today, specifically the need for more on street parking. Mark Kehaya noted that the redevelopment of the tannery site will require significant additional parking and traffic management.

The study area was confirmed to include the areas highlighted in the study RFP, though additional areas just outside of the study area should be taken into consideration such as the proposed site for a community center near the town's ball fields off of Sweetser Street (but accessible from Sullivan Street and Knox Lane). The study area will include the Tannery parcels (3) and the public roads that abut those parcels (Sullivan Street on the west side of the old tannery site from the bridge to the intersection with Wilson Street. Wilson Street from Sullivan Street east to the School Street intersection. School Street from Wilson Street south to the Saw Mill Hill and Sullivan Street intersection.) Other streets within the study area include the near portions of Bow/Bridge Street, Rochester Street, Eleanor Street, and Saw Mill Hill. (Local streets will be included as able based on MaineDOT and FHWA allowances.)

PROJECTS: Tannery site plan was brought to the meeting (we will get from James/Mark) and is by far the largest development going on; Other future projects: New fire station to the north of Wilson Street – two site options with 3 access points; New community center in 5-10 years off)

- What developer is doing; what MMI is doing; what is fixed and what can change?

The developer Mark Kahaya is focused internally onsite but has a planned new roadway connecting the Eleanor's Street intersection to School Street/Lyman Street intersection. Although the preliminary Tannery site plans have extensive transportation component, Kahaya and has not done any preliminary transportation engineering on or off site to date. It is assumed a MaineDOT traffic movement permit will be required.

ACTION: Confirm scope elements, tasks, and time line schedule.

SCOPE: Confirmed as AREA above and Tasks remain as requested in the RFP and scoped in the MMI proposal.

- Identify most convenient and safest crossings for pedestrians and bicyclists
- Identify where bicycle lanes [and other bike infrastructure such as shared lane markings, etc.] can and should go
- Develop a priority list of sidewalk development within the Village Center
- An evaluation of ADA deficiencies of existing facilities

TIMELINE: Project tasks are shifted forward about 2 weeks to a month as compared to the schedule proposed by MMI, but the kick off was 2-3 weeks later than originally assumed. Overall the timeline proposed is accurate with a late spring final report anticipated for late April.

3. Purpose & Need (P&N)

- Proposed P&N statement – review and edit
- Send out P&N statement to the Study Team for review and comment

ACTION: Confirm agreement. The MMI Team will draft and circulate via for agreement .

Basically, as stated in the RFP but summarized this way:

- Vehicle traffic in the downtown area can be confusing -need improvements for mobility, circulation, and safety
- Poor sidewalk conditions, connectivity, and facilities for bicycles need to be improved
- Vehicles in the downtown travel too fast for the desired character and actual speeds need to be reduced through addition of traffic calming elements
- The sense of a single downtown with Somersworth, New Hampshire should be improved in concert with recent proposed improvements to the former Prime Tanning parcels in the downtown.
- To provide the foundation to enhance and attract economic development.

For the Tannery site, Kahaya's plan as accepted by the community:

- For the development site to serve as the new downtown; a central space for the public to be
- To provide a mix of retail, commercial and residential uses
- To provide a green space or park and connecting trail
- Parking will be dispersed around the site, and anticipate a potential future parking structure
- Need to develop/build in a phased approach, starting with the southern "tip" end near Bridge Street.
- Provide for bicycle and pedestrian movements through site

4. Data Collection – What is available/what do we collect?

- Parking – current on street and municipal parking lots in project area
- Bicycle and pedestrian facilities
- Traffic – turning movement count locations; safety/crash data – HCLS, bike/pedestrian problem areas, speeding areas, etc.
- Subsurface utilities, drainage

PARKING: Although no comprehensive parking study has been conducted for the entire downtown, the representatives and planning so far indicates that there is a deficiency of parking today. The Tannery site development anticipates and plans for additional surface parking internally, and desires as much on street parking as possible. The lot in front of Town Hall will be removed and landscaped.

BICYCLE and PEDESTRIAN FACILITIES: There are currently no on or off-road bicycle facilities. Although desired, not plans to date. There are sidewalks on the public roads, however gaps and condition vary. Widths and materials vary as well. There is s

TRAFFIC (MOTOR VEHICLES): The VHB study collected 2015 data. There is MaineDOT 2016 available (Tom Reinauer). This should be adequate but MMI plans to do some (turning?) counts at the intersections and calibrate. Bridge project data that exists will be helpful

SAFETY/HIGH CRASH LOCATIONS: A major component of the study as speeds are perceived to be higher than posted (25mph throughout) and there are conflicts and near misses at crosswalks. The intersections mentioned include the Eleanor's Street Sullivan Street; Eleanor's Street and Rochester Street; Sullivan/Rochester/Saw Mill Hill and the bridge; the School Street and Saw Mill Hill; and the School Street and Wilson/Allen Street; and Wilson-Jordan/Sullivan Streets.

UTILITIES: A lot of interest and support to bury them wherever possible. This is Kahaya's plan for the tannery site. James has some utilities mapped and can provide that data (GIS). Lighting inventory and plan is also desired, but a previous data set does not currently exist. A discussion about getting natural gas into the downtown was mentioned – gas lines are across the river in Somersworth. The town has a storm water infrastructure mapped for the study area (James will provide). No condition data for the system exists in the data set.

NOTE: When the bridge between Berwick and Somersworth was replaced, the signal at the bridge was removed and a major detour was implemented. It worked very well. The community reps at the table believe that valuable data about traffic function. They don't believe the signal is warranted/would meet traffic warrants and data related to that should be collected.

ACTION: Identify data available and who supplies and data MMI needs to generate

- A thorough parking assessment, existing and needed is desired. No complete assessment has been completed.
- No bicycle data has been gathered in the study area by Berwick or KACTS. MaineDOT data likely is insufficient or does not exist. MMI will research the availability of data.
- Traffic data from 2016 will be acquired by MMI through KACTS/MaineDOT.
- MaineDOT HCL and other safety data will be researched and included by MMI.

5. Public Meeting and Prior Stakeholder Meeting

- List of interested, affected stakeholders – from town
- Meeting with land/business stakeholders PRIOR to public meeting
- Potential dates early November

The discussion included outreach media including local public TV and news bulletins. It was mentioned that the residents of Berwick are a very engaging group and that they have high participation rates. The town representatives (James) will provide a list of abutting and interested land, business, and residents. The Town will manage the outreach and communications components, and coordinate with the MMI

team on communication content. The town representatives agreed that a separate meeting prior to the initial Public Meeting is in order and will coordinate with the MMI team on date, agenda, and communications. The town representatives, KACTS, and MMI team agreed that an early November date for the Public Meeting is a likely time frame.

ACTION: Tentative first public meeting date(s)
The MMI team will coordinate with the Study Team members on a date in early November.

6. Next study team Meeting Date

ACTION: MMI staff will float some options for the next Study Team meeting towards the end of October.

DATE:	November 14, 2018	ATTENDEES:	James Bellissimo, Steve Eldridge, Tom Reinauer, Jerry Locke, Frank Underwood, Rick Vandenburg, Eric Sanderson, Jeff Tassinari, Tom Wright, Regina Leonard, Jason Ready
PROJECT:	KACTS Berwick Downtown Vehicle, Bicycle, and Pedestrian Study		
MMI #:	6510-02		
SUBJECT:	Committee Meeting – Existing Conditions		
LOCATION:	Berwick, ME		

Introductions

MMI introduced the project with brief overview of KACTS project overview from Tom Reinauer

Presentation

A slide presentation was shown by MMI staff. The project goals and objectives were first presented as an outline from the Purpose and Need Statement. The project study area was explained, as an area roughly encompassing Wilson Street, School Street and Sullivan Street. Other points of interest outside of these areas and intersections, but recommendations will be for the study area.

Vehicular traffic was discussed with graphics depicting the existing volumes taken from the VHB study, and overall traffic movement trends for the morning and evening peak hours. The volumes were inputted into a traffic model which showed relatively low amounts of delay and congestion. With project goals emphasizing a greater need for bicycle and pedestrian facilities, concepts that may impact vehicle operations will have more flexibility.

Crashes in the project area were discussed. Three locations had notable crashes, the intersections of School/Wilson/Allen (a MaineDOT designated High Crash Location), Sawmill Hill/School, and Wilson/Sullivan/Jordan. Crashes were typical for there area type, with high amounts of ‘failure to stop at stop sign’ elevated at Sawmill Hill/School, and ‘running a red light’ elevated at School/Wilson/Allen. There was a bicycle and a pedestrian crash at the intersection of Sawmill Hill/School. KACTS staff noted that the Cumberland Farms has remarked about vehicles running red lights; KACTS is working with MaineDOT on identifying solutions for the intersection.

Parking for the study area was reconfirmed from the previous VHB study. Field observations noted that parking spaces should be prohibited near crosswalks and to confirm the suitability of ADA spaces. Parking limit times and angled parking should be evaluated in the future. Time limits have been implemented to discourage employees from using the prime spaces, with encouragement for using off street parking. Transit will be using off street parking for commuters. The 120 lot parking lot will be remediated in 2019 and eventually becoming a private lot.

Sidewalks were shown in graphical form, with the quality of the sidewalk in general deteriorating more as they were located further from the river. Long crossing distances and gaps of sidewalk were also shown.

Bicycle facilities were presented with the assessor showing and overall level-of-service for the study area as a “D” or Moderately-Low. The lack of facilities for bicycle makes the area neither inviting nor supportive for bicycle riding.

Utilities were given a cursory inspection with a map showing the locations of the facilities. Discussions with the Sewer District, Water District, and Berwick Public Works will be made in order to identify issues for the network.

The project schedule has been delayed, with the end project slated for the end of March.

Timing for funding of the project was discussed. KACTS staff explained that anticipated projects as a result of this study will have time to be included in the next TIP funding process in May. The recently passed statewide bond will replace the MPI fund, for which Berwick can apply for a 50% matching project grant. MMI staff noted that as the intersection of School/Wilson/Allen is a designated high crash location, it may be eligible for 100% MaineDOT funding for safety. There may be funds available for sidewalks from the MaineDOT TAP program. Straightening out Route 9 at the Sawmill Hill intersection should be considered.

Meetings

A public meeting has been scheduled for December 5th to gather input from the public for the project.

MILONE & MACBROOM®

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Portland, ME 04101
(207) 541-9544 Fax (207) 541-9548

JOB _____

SHEET NO. _____ OF _____

CALCULATED BY _____ DATE _____

CHECKED BY _____ DATE _____

SCALE _____

Name

Email

JEFF TASSIARI ✓	jeff@cornerpointbrewing.com
Steve Aldridge ✓	
Jason Ready ✓	
Raika Leonard ✓	
Tom Wright ✓	
Jerry Locke ✓	
James Bellissma ✓	
Frank Underwood ✓	
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Committee Meeting 11/14/18

DATE:	October 23, 2018	ATTENDEES:	James Bellissimo, Steve Eldridge, Mike Sillou, Ron Long, Mike Hennessey, Deb Dubois, Brad Scott, Jeff Tassinari, Tom Wright, Edward Levasseur
PROJECT:	KACTS Berwick Downtown Vehicle, Bicycle, and Pedestrian Study		Regina Leonard, Jason Ready
MMI #:	6510-02		John Adams
SUBJECT:	Business and Landowner Interested Parties Meeting		
LOCATION:	Berwick		

Introductions

Attendees introduced themselves and stated their affiliation with Downtown Berwick.

Meeting Goals

The goals of the study were stated by MMI. The project was introduced as a KACTS MPO project with funding coming from FHWA, MaineDOT, and the town of Berwick.

Berwick Study

MMI staff opened the meeting with the Purpose and Need Statement for the study that outlines the goals of the study, namely to improve vehicle circulation, increase bikeability and walkability, reduce vehicle speeds, and to create a sense of a singular downtown with Somersworth, NH.

Discussion Topics included:

Scope – The scope of the study was described by MMI staff. MMI will create an existing conditions report, create alternatives, and make recommendations for improvements to the study area consistent with the project purpose and need.

Schedule – MMI showed that the project would be substantially done by March, but this may be delayed by a few weeks due to a late start in the beginning of the study.

Study Area – The study area was shown graphically, but verbally described as the streets encompassing the former mill site; Wilson Street, School Street, Sullivan Street, Saw Mill Hill, and nearby streets for a short distance. MMI staff explained that the recommendations would be made for the study area only, but that features and desires beyond the study area would be taken into consideration, such as the town Ball Fields.

Data Collection – MMI staff explained that the project is currently in the data collection phase, where traffic, parking, and crash data were being analyzed.

Parking and various discussions – One of the primary considerations for future improvements appeared to be the availability of parking. MMI staff asked the group for their business needs and perceived problem areas for study area parking. MMI staff also reminded the group that certain MaineDOT sight distance standards may affect parking supply, because you have to allow for minimum distances away from crosswalks where parking would be prohibited. Discussion from the group included:

- Berwick staff noted that the sale of the former Prime Tanning site to Mark Kehaya was now complete and that they expected continued cleanup to the site. The developer's site is expected to include approximately 200 residential site and other retail and commercial uses.
- There are some plans to remove and/or consolidate parking in front of the town hall.
- A past construction project that closed down some access to Sullivan Street was believed to bring sales down by 50% in the area.

- Connectivity within the area will be critical for future retail success.
- Traffic congestion is perceived to be the worst from 3:30 to 5:30 p.m.
- Somersworth, NH will be putting out an RFP soon for a congestion mitigation project, retiming and coordinating the traffic lights in their downtown.
- The town may be able to create a parking lot near the recreation fields, making pedestrian connectivity to the downtown important.
- Servicing and Maintenance of traffic signals has been an issue for the town in the past.
- The road through the middle of the study area was perceived to be an issue, with left turning vehicles having trouble turning out and bottle necks on Sullivan Street. MMI staff explained that they would be conducting traffic modeling for their concept plans, and that any future road configurations would need to be reviewed and approved.
- A roundabout was previously discussed as an option for both the intersection of Sullivan Street and Market Street, and the intersection of Sullivan Street with Wilson Street. There were mixed feelings of approval for that type of design, with discussions of their cost and crash reduction.
- There was discussion of Jordan Street, and the change from around 15 years ago that lead to its closure from Sullivan Street in order to reduce the number of through-vehicle movements in residential neighborhoods.
- Future lighting plans for the downtown will ensure that it is well lit.
- Bike lanes were desired across the bridge and Rochester Street, and to residential areas.
- Diagonal vs. parallel parking will need to be decided, for parking capacity vs. other right-of-way uses.
- There is a desire to extend natural gas to Berwick. Town staff explained that the cost would be more than \$1.5M with most infrastructure in Somersworth. Underground utilities are generally cost prohibitive.
- The Bow Street parking lots, residential or commercial use?

Bicycle facilities – MMI staff noted that there did not appear to be any current bicycle facilities in the study area. This included both on-street bike lanes or similar accommodations, as well as physical hardware such as bike racks.

Pedestrian facilities – From site visits, MMI staff noted that sidewalks were generally not in great condition, with the quality of the sidewalks decreasing as you moved farther away from the river. The poor conditions included ADA needs and curb reveal. In discussions with the group, there may be desire to use available right-of-way to increase the width of area sidewalks. Berwick town documents currently suggest concrete as a long-term durable material for future sidewalk construction.

Traffic Counts – In looking at available data, MMI staff noted that in the interest of saving study funds, that they would be utilizing the recent VHB traffic and intersection turning movement counts for traffic modeling and recommendations.

Crash Data – MMI staff noted that final analysis was not complete, but preliminarily there were two intersections showing crash patterns. The first was the intersection of Wilson Street at School Street and the other was the intersection of Wilson Street with Sullivan Street. The intersection of Wilson Street at School Street is classified by the MaineDOT as a High Crash Location, indicating that it has had more than 8 crashes in the last 3 years, and statistically has had more crashes than similar intersections around the state.

Sub-Surface Utilities – Inspection of the sub-surface utilities was not complete at the time of the meeting, but its completion may guide future recommendations from MMI.

Meetings

Staff closed by noting that there would be both a regular study committee meeting, and a public meeting for which they would be invited to attend in mid-November.

Business and Landowner Meeting
**RE: KACTS - Berwick Downtown Vehicle, Bicycle, and Pedestrian Study
 Berwick, Maine
 MMI #6510-02**

Name	Business/Address	E-Mail
Jason Ready	MMI	jready@MMINC.COM
James Bellissio	Town of Berwick	Planning@BerwickMaine.org
Steve Eddy	Town of Berwick	townmanager@berwickma.ny
Mike Silbu	Aroma Joe's	mike@aromajoes.com
Row Lounc	Berwick	LONG.ROAD@PP@YAHOO.COM
Mike Harnesse	House of Hope	info@houseofhopemission.org
Dee Dupuis	Dee Dupuis	deedupuis@rocl.com
Brad Scott	Spence & Mathews	brad@spenceandmathews.com
John Adams	Milone & MacBroom, Inc.	jadams@mminc.com
Regina Leonard	Milone & MacBroom	rleonard@mminc.com
Jason Ready	"	jready@mminc.com
JEFF TASSINARI	1 SULLIVAN STREET	jeff@cornerpointbrewing.com
Tom Wright	Chair Berwick Selectmen	stwright@comcast.net
Edward Levasseur	City Council Somersworth	edward.r.levasseur@gmail.com

DATE:	December 5, 2018	ATTENDEES:	Regina Leonard, Jason Ready
PROJECT:	KACTS Berwick Downtown Vehicle, Bicycle, and Pedestrian Study		
MMI #:	6510-02		
SUBJECT:	Public Meeting – Existing Conditions		
LOCATION:	Berwick Town Hall, Berwick, ME		

Introductions

MMI introduced the project and welcomed the public and staff for attending. A brief overview of the study process was made by KACTS Staff.

Presentation

A slide presentation was shown by MMI staff. The project goals and objectives were first presented as an outline from the Purpose and Need Statement. The project study area was explained, as an area roughly encompassing Wilson Street, School Street and Sullivan Street. Other points of interest outside of these areas and intersections, but recommendations will be for the study area.

Vehicular traffic was discussed with graphics depicting the existing volumes taken from the VHB study, and overall traffic movement trends for the morning and evening peak hours. The volumes were inputted into a traffic model which showed relatively low amounts of delay and congestion. With project goals emphasizing a greater need for bicycle and pedestrian facilities, concepts that may impact vehicle operations will have more flexibility.

Crashes in the project area were discussed. Three locations had notable crashes, the intersections of School/Wilson/Allen (a MaineDOT designated High Crash Location), Sawmill Hill/School, and Wilson/Sullivan/Jordan. Crashes were typical for there area type, with high amounts of 'failure to stop at stop sign' elevated at Sawmill Hill/School, and 'running a red light' elevated at School/Wilson/Allen. There was a bicycle and a pedestrian crash at the intersection of Sawmill Hill/School. KACTS staff noted that the Cumberland Farms has remarked about vehicles running red lights; KACTS is working with MaineDOT on identifying solutions for the intersection.

An introduction to the survey was made and that the survey could be taken physically at the meeting, at another time at the Town Office, or digitally. Questions were related to perceived problems with traffic congestion, vehicle safety, and speeding. Discussion topics were put before the public to discuss issues with major and minor intersections and what could be done to improve them.

Parking for the study area was reconfirmed from the previous VHB study. Field observations noted that parking spaces should be prohibited near crosswalks and to confirm the suitability of ADA spaces. Parking limit times and angled parking should be evaluated in the future. Time limits have been implemented to discourage employees from using the prime spaces, with encouragement for using off-street parking. Transit will be using off street parking for commuters. The 120-lot parking lot will be remediated in 2019 and eventually becoming a private lot.

Survey questions were then presented regarding parking supply, and use of on-street vs. off street parking. Sidewalks were shown in graphical form, with the quality of the sidewalk in general deteriorating more as they were located further from the river. Long crossing distances and gaps of sidewalk were also shown.

Survey questions were put before the committee in asking about the quality of sidewalks and where the preference for sidewalk connections would be. Discussion topics included what the experience was for major and minor street crossings in the study area.

Bicycle facilities were presented with the assessor showing and overall level-of-service for the study area as a "D" or Moderately-Low. The lack of facilities for bicycle makes the area neither inviting nor supportive for bicycle riding.

Survey questions were presented and asked respondents biking experience level and comfort in riding in the study area.

The presentation was closed by asking for additional comments, and for ideas on unification of the downtown Somersworth, NH and Berwick areas.

The project schedule has been delayed, with the end project slated for the end of March.

Public Comments

Comments received during the presentation and discussion:

There are vehicle speeding issues on Wilson Street, School Street, and Allen Street, which may also be contributing to red-light running.

The bridge between Berwick and Somersworth contributes to traffic problems in Berwick.

The small island media at Saw Mill Hill Road and School Street is confusing.

There are too many entrances to the Cumberland farms gas station at the intersection of School and Wilson Street.

Rochester Street 1-way traffic is an impedance to local traffic.

There will be a new Fire Station entrance on to Sullivan Street.

The Sawmill Hill crossing is treacherous and feels like the worst crossing to make in the study area.

The Sawmill Hill crossing at School Street is dangerous and there are few safe places to cross. There is a need for better marked crosswalks, pedestrian crossing signs, RRFB's, and more defined crossings.

Are there sidewalk warrants like there are signal warrants? Staff explained that there are guidelines that indicate when it is appropriate to include sidewalks, and when they should be on both sides of the road based on the density of development.

The roads feel more dangerous as you get closer to the downtown.

Bike and ped access are most important in the area around Sullivan, Bow, and the Bridge.

There are no crossings for pedestrians on the west side of the Sullivan/Market intersection near the bridge by the brewery.

The peak hours feel most dangerous for the pedestrians, and the speed of vehicles need to be reduced.

Bicycles do not seem to be detected at the signalized intersections and they need to have better positioning in traffic.

The traffic signal in the downtown by the bridge should be removed, like it was during a recent bridge construction project. Drivers prefer to drive slowly than to be stopped.

Like the Lewiston/Auburn area, Berwick has a lot of potential for bike/ped improvements.

The unification with Somersworth is welcome as well as the expanded walkability of the downtown areas.

The downtown areas should have shared decorative lighting, signage, and benches.

The traffic signal timing is off at the intersections and should be improved.

DATE:	February 28, 2019	ATTENDEES:	James Bellissimo, Steve Eldridge, Eric Sanderson, Study Committee Jason Ready
PROJECT:	KACTS Berwick Downtown Vehicle, Bicycle, and Pedestrian Study		
MMI #:	6510-02		
SUBJECT:	Committee Meeting – Proposed Concepts		
LOCATION:	Berwick, ME		

Introductions

MMI introduced the project with a brief overview

Presentation

The meeting started with the MMI staff presentation of the concept alternatives derived from committee and public input from previous meetings. The study goals and objectives were reviewed, from which the ideas were sourced from.

The presentation was divided into two areas: the overall recommendations for the study area and the area in the vicinity of the Berwick Town Hall. The recommendations for the area included sidewalks on both sides of the road, curb extensions to reduce pedestrian walking distance at certain crossings, and a narrowing of the road to encourage lower vehicle speeds.

The second part of the presentation was a discussion of the proposed differing alternatives for the part of the study area between Eleanor Street to the north and the intersection of Sullivan Street/Rochester Street/Market Street/ Saw Mill Hill. MMI created 3 differing alternatives that changed the way traffic flowed.

Two of the suggested alternatives, Alternative 2 and 3 were immediately rejected. MMI staff had proposed these alternatives in order to solve certain vehicle circulation issues, but the committee felt that Alternative 1 was more appealing in that it addressed committee concerns of pedestrian accommodations. MMI staff showed the traffic modeling which had acceptable levels of service for vehicle delay in each Alternative.

There was some discussion of concerns with Alternative 1 in that it allowed vehicle traffic to circulate in what was referred to as a "Bow Street Extension" with a parking lot connected from both sides.

MMI staff took comments on the Alternative 1 to incorporate into future renderings. MMI continued the presentation which outline the next steps. Staff will move forward with the committee's recommendation of Alternative 1, determine planning level cost estimates for the changes and a construction schedule, create 3 illustrations of the concept, present the findings to the public, and submit the final report.

Meetings

A public meeting will be schedule in April to present the findings and selected alternative to the public.

B. Traffic Modeling

Summary of All Intervals

Run Number	1	4	5	6	7	Avg
Start Time	4:57	4:57	4:57	4:57	4:57	4:57
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2002	1995	1910	2066	2071	2008
Vehs Exited	1977	2005	1918	2046	2080	2005
Starting Vehs	29	38	30	27	50	32
Ending Vehs	54	28	22	47	41	35
Travel Distance (mi)	573	571	544	591	601	576
Travel Time (hr)	38.8	37.6	34.9	40.0	42.6	38.8
Total Delay (hr)	15.0	14.0	12.3	15.6	17.6	14.9
Total Stops	2950	2795	2610	2999	3168	2903
Fuel Used (gal)	27.6	27.4	26.1	28.7	29.9	27.9

Interval #0 Information Seeding

Start Time	4:57
End Time	5:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	4	5	6	7	Avg
Vehs Entered	2002	1995	1910	2066	2071	2008
Vehs Exited	1977	2005	1918	2046	2080	2005
Starting Vehs	29	38	30	27	50	32
Ending Vehs	54	28	22	47	41	35
Travel Distance (mi)	573	571	544	591	601	576
Travel Time (hr)	38.8	37.6	34.9	40.0	42.6	38.8
Total Delay (hr)	15.0	14.0	12.3	15.6	17.6	14.9
Total Stops	2950	2795	2610	2999	3168	2903
Fuel Used (gal)	27.6	27.4	26.1	28.7	29.9	27.9

1: Market St/Sullivan St & Saw Mill Hill Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	2.6	0.0	0.6
Total Del/Veh (s)	18.2	11.2	22.2	18.6

2: School St & Wilson St/Allen St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.4	0.2
Total Del/Veh (s)	13.7	12.5	6.5	8.7	9.7

4: Sullivan St & Jordan St/Wilson St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.3	0.2
Total Del/Veh (s)	5.6	6.1	5.4	7.9	6.8

7: Saw Mill Hill & School St Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	0.6	13.9	4.1	3.1

10: Sullivan St Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	10.1	1.7	8.7

13: Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.3	0.1
Total Del/Veh (s)	6.0	0.8	3.7

15: Sullivan St Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.1	2.8	3.3

18: Ocean Ave & Proposed Subdivision Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	0.2	0.2
Total Del/Veh (s)	5.0	0.2	0.1	0.2

Total Network Performance

Denied Del/Veh (s)	0.6
Total Del/Veh (s)	25.7

Intersection: 1: Market St/Sullivan St & Saw Mill Hill

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	R	LT
Maximum Queue (ft)	156	72	100	67	193
Average Queue (ft)	122	18	46	39	166
95th Queue (ft)	174	52	82	60	201
Link Distance (ft)	138	138	238		122
Upstream Blk Time (%)	8				35
Queuing Penalty (veh)	16				190
Storage Bay Dist (ft)				140	
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 2: School St & Wilson St/Allen St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	121	117	114	185
Average Queue (ft)	60	59	53	91
95th Queue (ft)	104	103	98	158
Link Distance (ft)	757	464	805	383
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Sullivan St & Jordan St/Wilson St

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	R	TR	LT
Maximum Queue (ft)	34	71	54	69	94
Average Queue (ft)	16	40	20	38	48
95th Queue (ft)	40	61	52	61	77
Link Distance (ft)	412	757		466	347
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			20		
Storage Blk Time (%)		10	2		
Queuing Penalty (veh)		3	2		

Intersection: 7: Saw Mill Hill & School St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	6	67	134
Average Queue (ft)	0	28	27
95th Queue (ft)	4	59	89
Link Distance (ft)	138	396	805
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Sullivan St

Movement	EB	EB
Directions Served	L	R
Maximum Queue (ft)	45	316
Average Queue (ft)	19	115
95th Queue (ft)	53	282
Link Distance (ft)		339
Upstream Blk Time (%)		0
Queuing Penalty (veh)		3
Storage Bay Dist (ft)	20	
Storage Blk Time (%)	1	22
Queuing Penalty (veh)	3	22

Intersection: 13:

Movement	WB	WB	SB
Directions Served	L	R	T
Maximum Queue (ft)	131	80	34
Average Queue (ft)	51	34	2
95th Queue (ft)	96	58	22
Link Distance (ft)	144	144	132
Upstream Blk Time (%)	1	0	
Queuing Penalty (veh)	1	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Sullivan St

Movement	NB	NB	SB
Directions Served	L	T	R
Maximum Queue (ft)	56	18	39
Average Queue (ft)	22	1	2
95th Queue (ft)	52	13	17
Link Distance (ft)		286	466
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	40		
Storage Blk Time (%)	2		
Queuing Penalty (veh)	4		

Intersection: 18: Ocean Ave & Proposed Subdivision

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	6
Average Queue (ft)	4	0
95th Queue (ft)	21	4
Link Distance (ft)	275	344
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 245

Summary of All Intervals

Run Number	2	3	4	5	6	Avg
Start Time	4:57	4:57	4:57	4:57	4:57	4:57
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1940	1977	1943	1962	2034	1970
Vehs Exited	1942	1980	1945	1959	2033	1971
Starting Vehs	49	51	50	44	45	45
Ending Vehs	47	48	48	47	46	43
Travel Distance (mi)	701	711	700	705	737	711
Travel Time (hr)	46.1	46.3	46.3	46.7	49.2	46.9
Total Delay (hr)	17.4	17.4	17.7	17.9	19.1	17.9
Total Stops	3322	3356	3385	3404	3512	3395
Fuel Used (gal)	33.5	33.6	33.5	33.6	35.1	33.8

Interval #0 Information Seeding

Start Time	4:57
End Time	5:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	2	3	4	5	6	Avg
Vehs Entered	1940	1977	1943	1962	2034	1970
Vehs Exited	1942	1980	1945	1959	2033	1971
Starting Vehs	49	51	50	44	45	45
Ending Vehs	47	48	48	47	46	43
Travel Distance (mi)	701	711	700	705	737	711
Travel Time (hr)	46.1	46.3	46.3	46.7	49.2	46.9
Total Delay (hr)	17.4	17.4	17.7	17.9	19.1	17.9
Total Stops	3322	3356	3385	3404	3512	3395
Fuel Used (gal)	33.5	33.6	33.5	33.6	35.1	33.8

1: Market St/Sullivan St & Saw Mill Hill Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	2.4	0.0	1.4
Total Del/Veh (s)	22.0	15.7	24.3	18.8

2: School St & Wilson St/Allen St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.3	0.0	0.3	0.2
Total Del/Veh (s)	15.1	17.4	9.7	9.6	12.3

4: Sullivan St & Jordan St/Wilson St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.0
Total Del/Veh (s)	6.1	8.7	9.7	6.9	8.7

7: Saw Mill Hill & School St Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	0.7	13.7	2.6	2.1

10: Sullivan St Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.0	1.7	2.3

13: Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	4.0	0.2	3.0

15: Sullivan St Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	6.4	2.2	4.8

Total Network Performance

Denied Del/Veh (s)	1.2
Total Del/Veh (s)	30.8

Intersection: 1: Market St/Sullivan St & Saw Mill Hill

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	R	LT
Maximum Queue (ft)	208	97	413	165	175
Average Queue (ft)	118	37	165	120	124
95th Queue (ft)	189	81	310	194	185
Link Distance (ft)	152	152	471		117
Upstream Blk Time (%)	4	0	0		13
Queuing Penalty (veh)	7	0	0		35
Storage Bay Dist (ft)				140	
Storage Blk Time (%)			9	1	
Queuing Penalty (veh)			41	4	

Intersection: 2: School St & Wilson St/Allen St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	92	231	205	167
Average Queue (ft)	44	110	97	84
95th Queue (ft)	79	186	165	146
Link Distance (ft)	757	464	805	383
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Sullivan St & Jordan St/Wilson St

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	R	TR	LT
Maximum Queue (ft)	39	113	60	139	69
Average Queue (ft)	14	66	41	69	30
95th Queue (ft)	40	99	54	114	54
Link Distance (ft)	412	757		466	347
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			20		
Storage Blk Time (%)		22	8		
Queuing Penalty (veh)		18	19		

Intersection: 7: Saw Mill Hill & School St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	15	76	64
Average Queue (ft)	0	31	6
95th Queue (ft)	6	61	35
Link Distance (ft)	152	396	805
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Sullivan St

Movement	EB	EB	NB
Directions Served	L	R	T
Maximum Queue (ft)	46	118	21
Average Queue (ft)	16	16	1
95th Queue (ft)	41	66	10
Link Distance (ft)		344	117
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	20		
Storage Blk Time (%)	6	2	
Queuing Penalty (veh)	15	2	

Intersection: 13:

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	54	94
Average Queue (ft)	27	57
95th Queue (ft)	47	82
Link Distance (ft)	143	143
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Sullivan St

Movement	NB	NB	SB
Directions Served	L	T	R
Maximum Queue (ft)	67	191	42
Average Queue (ft)	46	32	4
95th Queue (ft)	72	126	24
Link Distance (ft)		286	466
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	40		
Storage Blk Time (%)	11	0	
Queuing Penalty (veh)	36	0	

Network Summary

Network wide Queuing Penalty: 177

Summary of All Intervals

Run Number	1	3	4	5	7	Avg
Start Time	7:27	7:27	7:27	7:27	7:27	7:27
End Time	8:30	8:30	8:30	8:30	8:30	8:30
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1822	1905	1842	1786	1902	1852
Vehs Exited	1832	1911	1831	1778	1892	1849
Starting Vehs	44	38	32	38	33	37
Ending Vehs	34	32	43	46	43	39
Travel Distance (mi)	604	635	607	589	627	612
Travel Time (hr)	41.9	43.7	40.6	41.3	43.5	42.2
Total Delay (hr)	17.6	18.2	16.2	17.4	18.3	17.5
Total Stops	3260	3408	3235	3212	3375	3298
Fuel Used (gal)	29.0	30.7	29.3	28.8	30.3	29.6

Interval #0 Information Seeding

Start Time	7:27
End Time	7:30
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:30
End Time	8:30
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	3	4	5	7	Avg
Vehs Entered	1822	1905	1842	1786	1902	1852
Vehs Exited	1832	1911	1831	1778	1892	1849
Starting Vehs	44	38	32	38	33	37
Ending Vehs	34	32	43	46	43	39
Travel Distance (mi)	604	635	607	589	627	612
Travel Time (hr)	41.9	43.7	40.6	41.3	43.5	42.2
Total Delay (hr)	17.6	18.2	16.2	17.4	18.3	17.5
Total Stops	3260	3408	3235	3212	3375	3298
Fuel Used (gal)	29.0	30.7	29.3	28.8	30.3	29.6

1: Market St/Sullivan St & Saw Mill Hill Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	2.6	0.0	0.6
Total Del/Veh (s)	25.5	16.1	19.7	21.0

2: School St & Wilson St/Allen St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	1.3	0.0	0.5	0.4
Total Del/Veh (s)	17.0	13.9	7.3	9.8	11.2

4: Sullivan St & Jordan St/Wilson St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.4	0.2
Total Del/Veh (s)	5.7	6.2	5.6	8.7	7.3

7: Saw Mill Hill & School St Performance by approach

Approach	NW	NE	SW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	31.3	0.8	6.5	5.5

10: Sullivan St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.6	4.6	2.4	4.6

13: Rochester & Eleanors Way Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.2
Total Del/Veh (s)	3.2	0.5	2.5	2.7

14: Bow Street & Rochester Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.4	3.2	5.0	4.6

15: Sullivan St & Eleanors Way Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.0	4.1	3.0	4.5

Total Network Performance

Denied Del/Veh (s)	0.8
Total Del/Veh (s)	32.6

Intersection: 1: Market St/Sullivan St & Saw Mill Hill

Movement	WB	NB	NB	SB
Directions Served	LR	T	R	LT
Maximum Queue (ft)	220	125	97	245
Average Queue (ft)	172	55	47	190
95th Queue (ft)	239	102	79	258
Link Distance (ft)	139	385		154
Upstream Blk Time (%)	26			19
Queuing Penalty (veh)	113			116
Storage Bay Dist (ft)			140	
Storage Blk Time (%)		0	0	
Queuing Penalty (veh)		0	0	

Intersection: 2: School St & Wilson St/Allen St

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	LTR	LTR
Maximum Queue (ft)	157	110	65	121	228
Average Queue (ft)	71	52	24	52	102
95th Queue (ft)	129	92	52	100	186
Link Distance (ft)	754	469		801	371
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			125		
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 4: Sullivan St & Jordan St/Wilson St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	TR	LT
Maximum Queue (ft)	40	71	74	154
Average Queue (ft)	21	42	39	71
95th Queue (ft)	45	67	62	119
Link Distance (ft)	414	754	480	356
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Saw Mill Hill & School St

Movement	NW	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	89	4	252
Average Queue (ft)	36	0	38
95th Queue (ft)	69	3	151
Link Distance (ft)	290	139	801
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Sullivan St

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	101	92	160
Average Queue (ft)	45	21	26
95th Queue (ft)	81	66	98
Link Distance (ft)	99	154	205
Upstream Blk Time (%)	2		0
Queuing Penalty (veh)	2		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Rochester & Eleanors Way

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	31	67	9	59
Average Queue (ft)	7	36	0	13
95th Queue (ft)	27	60	4	45
Link Distance (ft)		151	188	341
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	60			
Storage Blk Time (%)	0	1		
Queuing Penalty (veh)	0	0		

Intersection: 14: Bow Street & Rochester

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	36	60	65
Average Queue (ft)	10	22	30
95th Queue (ft)	34	50	48
Link Distance (ft)	184	99	188
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Sullivan St & Eleanors Way

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	84	135	89	18
Average Queue (ft)	47	52	33	2
95th Queue (ft)	81	93	72	11
Link Distance (ft)		151	205	480
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)	60			
Storage Blk Time (%)	4	2		
Queuing Penalty (veh)	7	3		

Network Summary

Network wide Queuing Penalty: 241

Summary of All Intervals

Run Number	2	3	4	5	7	Avg
Start Time	4:57	4:57	4:57	4:57	4:57	4:57
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2293	2271	2208	2237	2283	2255
Vehs Exited	2299	2247	2209	2214	2269	2247
Starting Vehs	52	40	48	44	39	40
Ending Vehs	46	64	47	67	53	54
Travel Distance (mi)	765	737	712	726	745	737
Travel Time (hr)	63.4	57.6	54.3	52.6	56.9	57.0
Total Delay (hr)	32.5	27.7	25.5	23.1	26.6	27.1
Total Stops	4437	4254	4110	4014	4196	4202
Fuel Used (gal)	40.1	37.4	36.0	35.9	37.5	37.4

Interval #0 Information Seeding

Start Time	4:57
End Time	5:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	2	3	4	5	7	Avg
Vehs Entered	2293	2271	2208	2237	2283	2255
Vehs Exited	2299	2247	2209	2214	2269	2247
Starting Vehs	52	40	48	44	39	40
Ending Vehs	46	64	47	67	53	54
Travel Distance (mi)	765	737	712	726	745	737
Travel Time (hr)	63.4	57.6	54.3	52.6	56.9	57.0
Total Delay (hr)	32.5	27.7	25.5	23.1	26.6	27.1
Total Stops	4437	4254	4110	4014	4196	4202
Fuel Used (gal)	40.1	37.4	36.0	35.9	37.5	37.4

1: Market St/Sullivan St & Saw Mill Hill Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.3	6.8	0.0	3.8
Total Del/Veh (s)	29.3	25.2	33.3	27.9

2: School St & Wilson St/Allen St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	1.0	0.0	0.4	0.4
Total Del/Veh (s)	15.7	15.7	11.2	10.6	12.6

4: Sullivan St & Jordan St/Wilson St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.1
Total Del/Veh (s)	6.1	10.3	11.1	7.3	10.0

7: Saw Mill Hill & School St Performance by approach

Approach	NW	NE	SW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	40.3	0.9	5.2	5.3

10: Sullivan St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.4	2.5	1.6	2.7

13: Rochester & Eleanors Way Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	3.9	0.6	2.0	3.1

14: Bow Street & Rochester Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.2	2.9	3.9	3.7

15: Sullivan St & Eleanors Way Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.1
Total Del/Veh (s)	4.1	6.9	2.6	5.0

Total Network Performance

Denied Del/Veh (s)	3.1
Total Del/Veh (s)	39.3

Intersection: 1: Market St/Sullivan St & Saw Mill Hill

Movement	WB	NB	NB	SB
Directions Served	LR	T	R	LT
Maximum Queue (ft)	215	427	165	227
Average Queue (ft)	171	284	149	168
95th Queue (ft)	225	468	203	239
Link Distance (ft)	129	386		155
Upstream Blk Time (%)	29	11		16
Queuing Penalty (veh)	113	0		54
Storage Bay Dist (ft)			140	
Storage Blk Time (%)		23	3	
Queuing Penalty (veh)		112	15	

Intersection: 2: School St & Wilson St/Allen St

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	LTR	LTR
Maximum Queue (ft)	105	217	147	230	185
Average Queue (ft)	49	103	31	108	87
95th Queue (ft)	88	171	91	192	159
Link Distance (ft)	754	469		792	371
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			125		
Storage Blk Time (%)		3	0		
Queuing Penalty (veh)		1	0		

Intersection: 4: Sullivan St & Jordan St/Wilson St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	TR	LT
Maximum Queue (ft)	44	153	183	92
Average Queue (ft)	19	82	87	46
95th Queue (ft)	44	131	142	74
Link Distance (ft)	414	754	480	356
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Saw Mill Hill & School St

Movement	NW	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	118	8	151
Average Queue (ft)	52	0	32
95th Queue (ft)	107	4	100
Link Distance (ft)	292	129	792
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Sullivan St

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	81	93	88
Average Queue (ft)	37	13	10
95th Queue (ft)	63	57	57
Link Distance (ft)	99	155	205
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Rochester & Eleanors Way

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	27	98	4	55
Average Queue (ft)	5	56	0	8
95th Queue (ft)	21	85	3	34
Link Distance (ft)		151	188	341
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	60			
Storage Blk Time (%)		4		
Queuing Penalty (veh)		0		

Intersection: 14: Bow Street & Rochester

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	36	48	60
Average Queue (ft)	10	19	29
95th Queue (ft)	34	45	49
Link Distance (ft)	184	99	188
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Sullivan St & Eleanors Way

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	38	75	244	44
Average Queue (ft)	6	42	107	8
95th Queue (ft)	27	65	211	29
Link Distance (ft)		151	205	480
Upstream Blk Time (%)			1	
Queuing Penalty (veh)			6	
Storage Bay Dist (ft)	60			
Storage Blk Time (%)	0	1		
Queuing Penalty (veh)	0	0		

Network Summary

Network wide Queuing Penalty: 303

Summary of All Intervals

Run Number	1	2	3	4	7	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1769	1856	1872	1841	1807	1827
Vehs Exited	1758	1835	1859	1856	1806	1823
Starting Vehs	30	42	34	43	38	37
Ending Vehs	41	63	47	28	39	40
Travel Distance (mi)	594	607	622	613	612	610
Travel Time (hr)	40.8	41.9	43.8	42.4	41.6	42.1
Total Delay (hr)	16.2	16.9	18.1	17.0	16.4	16.9
Total Stops	2972	3030	3149	3069	3065	3053
Fuel Used (gal)	28.7	29.6	30.3	29.8	29.7	29.6

Interval #0 Information Seeding

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

Interval #1 Information Recording

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

Run Number	1	2	3	4	7	Avg
Vehs Entered	1769	1856	1872	1841	1807	1827
Vehs Exited	1758	1835	1859	1856	1806	1823
Starting Vehs	30	42	34	43	38	37
Ending Vehs	41	63	47	28	39	40
Travel Distance (mi)	594	607	622	613	612	610
Travel Time (hr)	40.8	41.9	43.8	42.4	41.6	42.1
Total Delay (hr)	16.2	16.9	18.1	17.0	16.4	16.9
Total Stops	2972	3030	3149	3069	3065	3053
Fuel Used (gal)	28.7	29.6	30.3	29.8	29.7	29.6

1: Market St/Rochester & Saw Mill Hill Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	2.6	0.0	0.6
Total Del/Veh (s)	16.8	14.1	19.1	17.3

2: School St & Wilson St/Allen St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.4	0.2
Total Del/Veh (s)	15.8	16.1	7.6	9.4	11.2

4: Sullivan St & Jordan St/Wilson St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.4	0.2
Total Del/Veh (s)	5.6	6.3	5.2	8.7	7.2

7: Saw Mill Hill & School St Performance by approach

Approach	NB	SB	NW	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Del/Veh (s)	1.0	5.8	21.1	4.7

10: Rochester/Sullivan St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.4	1.5	51.4	9.6

13: Rochester & Eleanors Way Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.2
Total Del/Veh (s)	7.1	0.4	1.8	3.8

15: Sullivan St & Eleanors Way Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.5	0.9	3.3	3.4

20: Bow St & Rochester Performance by approach

Approach	EB	WB	SE	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	10.1	0.3	1.3	1.3

Total Network Performance

Denied Del/Veh (s)	0.7
Total Del/Veh (s)	32.0

Intersection: 1: Market St/Rochester & Saw Mill Hill

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	144	130	110	137	200
Average Queue (ft)	124	55	50	63	148
95th Queue (ft)	160	99	89	117	203
Link Distance (ft)	130	244		97	97
Upstream Blk Time (%)	13			2	29
Queuing Penalty (veh)	56			5	88
Storage Bay Dist (ft)			140		
Storage Blk Time (%)		0	0		
Queuing Penalty (veh)		0	0		

Intersection: 2: School St & Wilson St/Allen St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	146	132	141	210
Average Queue (ft)	70	61	63	105
95th Queue (ft)	117	110	118	181
Link Distance (ft)	758	464	800	383
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Sullivan St & Jordan St/Wilson St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	TR	LT
Maximum Queue (ft)	35	74	74	127
Average Queue (ft)	19	41	36	63
95th Queue (ft)	43	64	58	99
Link Distance (ft)	413	758	477	355
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Saw Mill Hill & School St

Movement	NB	SB	NW
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	190	84
Average Queue (ft)	0	49	30
95th Queue (ft)	3	133	63
Link Distance (ft)	130	800	393
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Rochester/Sullivan St

Movement	EB	NB	SB
Directions Served	R	LT	TR
Maximum Queue (ft)	130	6	240
Average Queue (ft)	33	0	83
95th Queue (ft)	99	4	184
Link Distance (ft)	67	97	289
Upstream Blk Time (%)	3		1
Queuing Penalty (veh)	17		1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Rochester & Eleanors Way

Movement	WB	WB	SB
Directions Served	L	R	LT
Maximum Queue (ft)	83	128	74
Average Queue (ft)	50	34	14
95th Queue (ft)	80	77	48
Link Distance (ft)		144	507
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)	60		
Storage Blk Time (%)	6	0	
Queuing Penalty (veh)	9	1	

Intersection: 15: Sullivan St & Eleanors Way

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	61	30	31	48
Average Queue (ft)	33	7	4	3
95th Queue (ft)	53	27	20	35
Link Distance (ft)		144	289	477
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	60			
Storage Blk Time (%)	0			
Queuing Penalty (veh)	0			

Intersection: 20: Bow St & Rochester

Movement	EB	WB	SE
Directions Served	LT	TR	LR
Maximum Queue (ft)	19	42	98
Average Queue (ft)	5	1	9
95th Queue (ft)	18	16	47
Link Distance (ft)	210	67	183
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 177

Summary of All Intervals

Run Number	1	2	4	6	7	Avg
Start Time	4:57	4:57	4:57	4:57	4:57	4:57
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2214	2260	2149	2222	2273	2223
Vehs Exited	2204	2241	2136	2216	2273	2215
Starting Vehs	40	44	48	46	60	46
Ending Vehs	50	63	61	52	60	57
Travel Distance (mi)	717	740	696	715	738	721
Travel Time (hr)	51.3	51.4	48.9	50.7	54.2	51.3
Total Delay (hr)	22.1	21.4	20.7	21.6	24.1	22.0
Total Stops	3413	3578	3323	3360	3536	3442
Fuel Used (gal)	35.4	36.5	34.1	35.1	36.8	35.6

Interval #0 Information Seeding

Start Time	4:57
End Time	5:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	4	6	7	Avg
Vehs Entered	2214	2260	2149	2222	2273	2223
Vehs Exited	2204	2241	2136	2216	2273	2215
Starting Vehs	40	44	48	46	60	46
Ending Vehs	50	63	61	52	60	57
Travel Distance (mi)	717	740	696	715	738	721
Travel Time (hr)	51.3	51.4	48.9	50.7	54.2	51.3
Total Delay (hr)	22.1	21.4	20.7	21.6	24.1	22.0
Total Stops	3413	3578	3323	3360	3536	3442
Fuel Used (gal)	35.4	36.5	34.1	35.1	36.8	35.6

1: Market St/Rochester & Saw Mill Hill Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.2	4.7	0.2	2.8
Total Del/Veh (s)	22.7	16.1	30.5	20.2

2: School St & Wilson St/Allen St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.3	0.0	0.4	0.2
Total Del/Veh (s)	15.3	17.7	12.0	13.6	14.3

4: Sullivan St & Jordan St/Wilson St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.0
Total Del/Veh (s)	5.6	10.0	10.0	7.2	9.4

7: Saw Mill Hill & School St Performance by approach

Approach	NW	NE	SW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	21.7	1.0	6.2	4.1

10: Rochester/Sullivan St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.5	1.9	21.4	4.2

13: Rochester & Eleanors Way Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	5.4	0.7	2.4	2.7

15: Sullivan St & Eleanors Way Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.3	1.1	2.2	2.3

20: Bow St & Rochester Performance by approach

Approach	EB	WB	SE	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.6	0.6	0.6	0.8

Total Network Performance

Denied Del/Veh (s)	2.2
Total Del/Veh (s)	32.7

Intersection: 1: Market St/Rochester & Saw Mill Hill

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	160	278	165	133	164
Average Queue (ft)	138	208	142	55	90
95th Queue (ft)	182	312	205	104	151
Link Distance (ft)	142	244		82	82
Upstream Blk Time (%)	14	10		3	15
Queuing Penalty (veh)	56	0		5	22
Storage Bay Dist (ft)			140		
Storage Blk Time (%)		17	2		
Queuing Penalty (veh)		82	9		

Intersection: 2: School St & Wilson St/Allen St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	113	221	240	240
Average Queue (ft)	47	122	117	110
95th Queue (ft)	90	196	201	195
Link Distance (ft)	753	468	789	383
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Sullivan St & Jordan St/Wilson St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	TR	LT
Maximum Queue (ft)	45	141	156	90
Average Queue (ft)	16	81	77	36
95th Queue (ft)	43	125	127	64
Link Distance (ft)	413	753	477	355
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Saw Mill Hill & School St

Movement	NW	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	96	20	178
Average Queue (ft)	38	1	44
95th Queue (ft)	73	9	125
Link Distance (ft)	395	142	789
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Rochester/Sullivan St

Movement	EB	NB	SB
Directions Served	R	LT	TR
Maximum Queue (ft)	58	41	128
Average Queue (ft)	5	2	50
95th Queue (ft)	32	19	113
Link Distance (ft)	66	82	287
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	1		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Rochester & Eleanors Way

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	65	119	13	90
Average Queue (ft)	18	47	1	24
95th Queue (ft)	49	88	8	67
Link Distance (ft)		145	182	507
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)	60			
Storage Blk Time (%)	0	3		
Queuing Penalty (veh)	0	1		

Intersection: 15: Sullivan St & Eleanors Way

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	70	35	34	10
Average Queue (ft)	32	6	2	0
95th Queue (ft)	58	25	14	6
Link Distance (ft)		145	287	477
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	60			
Storage Blk Time (%)	1	0		
Queuing Penalty (veh)	0	0		

Intersection: 20: Bow St & Rochester

Movement	EB	SE
Directions Served	LT	LR
Maximum Queue (ft)	14	23
Average Queue (ft)	5	1
95th Queue (ft)	16	12
Link Distance (ft)	209	182
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 175

Summary of All Intervals

Run Number	2	3	4	5	6	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1852	1790	1760	1763	1864	1806
Vehs Exited	1863	1769	1744	1765	1865	1801
Starting Vehs	45	34	42	39	42	38
Ending Vehs	34	55	58	37	41	40
Travel Distance (mi)	629	590	596	594	626	607
Travel Time (hr)	43.1	41.2	40.1	40.8	44.3	41.9
Total Delay (hr)	16.9	16.6	15.2	16.0	18.1	16.5
Total Stops	3102	2934	2981	2944	3181	3028
Fuel Used (gal)	30.7	28.6	28.7	28.7	30.7	29.5

Interval #0 Information Seeding

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

Interval #1 Information Recording

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

Run Number	2	3	4	5	6	Avg
Vehs Entered	1852	1790	1760	1763	1864	1806
Vehs Exited	1863	1769	1744	1765	1865	1801
Starting Vehs	45	34	42	39	42	38
Ending Vehs	34	55	58	37	41	40
Travel Distance (mi)	629	590	596	594	626	607
Travel Time (hr)	43.1	41.2	40.1	40.8	44.3	41.9
Total Delay (hr)	16.9	16.6	15.2	16.0	18.1	16.5
Total Stops	3102	2934	2981	2944	3181	3028
Fuel Used (gal)	30.7	28.6	28.7	28.7	30.7	29.5

1: Market St/Rochester St & Saw Mill Hill Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	2.6	0.0	0.6
Total Del/Veh (s)	17.3	13.6	19.4	17.5

2: School St & Wilson St/Allen St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.4	0.2
Total Del/Veh (s)	15.7	14.1	7.8	9.8	11.2

4: Sullivan St & Jordan St/Wilson St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.4	0.2
Total Del/Veh (s)	5.7	6.4	5.4	8.5	7.2

7: Saw Mill Hill & School St Performance by approach

Approach	NW	NE	SW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	13.1	1.0	5.0	3.7

10: Rochester St/Sullivan St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.9	1.4	45.2	7.3

13: Rochester St & Eleanors Way Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.2
Total Del/Veh (s)	7.5	0.5	1.7	4.0

15: Sullivan St & Eleanors Way Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	0.7	3.0	3.2

20: Bow St & Rochester St Performance by approach

Approach	EB	WB	SE	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	18.0	0.2	1.2	1.4

Total Network Performance

Denied Del/Veh (s)	0.7
Total Del/Veh (s)	31.7

Intersection: 1: Market St/Rochester St & Saw Mill Hill

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	144	113	83	174	212
Average Queue (ft)	122	55	46	70	161
95th Queue (ft)	152	99	75	129	220
Link Distance (ft)	128	243		107	107
Upstream Blk Time (%)	11			1	25
Queuing Penalty (veh)	48			4	74
Storage Bay Dist (ft)			140		
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: School St & Wilson St/Allen St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	144	151	138	211
Average Queue (ft)	73	64	62	102
95th Queue (ft)	123	122	114	177
Link Distance (ft)	757	464	790	383
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Sullivan St & Jordan St/Wilson St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	TR	LT
Maximum Queue (ft)	44	78	81	130
Average Queue (ft)	21	43	38	58
95th Queue (ft)	45	67	62	96
Link Distance (ft)	413	757	477	355
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Saw Mill Hill & School St

Movement	NW	SW
Directions Served	LR	LT
Maximum Queue (ft)	65	158
Average Queue (ft)	29	43
95th Queue (ft)	56	120
Link Distance (ft)	399	790
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Rochester St/Sullivan St

Movement	EB	NB	SB	B22
Directions Served	LR	L	TR	T
Maximum Queue (ft)	101	10	110	121
Average Queue (ft)	24	0	63	16
95th Queue (ft)	78	5	117	76
Link Distance (ft)	39	107	59	193
Upstream Blk Time (%)	3		23	
Queuing Penalty (veh)	17		27	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Rochester St & Eleanors Way

Movement	WB	WB	SB
Directions Served	L	R	LT
Maximum Queue (ft)	83	125	69
Average Queue (ft)	53	35	10
95th Queue (ft)	81	76	42
Link Distance (ft)		151	507
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)	60		
Storage Blk Time (%)	7	0	
Queuing Penalty (veh)	10	1	

Intersection: 15: Sullivan St & Eleanors Way

Movement	EB	EB	NB	B22	SB
Directions Served	L	R	LT	T	TR
Maximum Queue (ft)	60	30	25	21	6
Average Queue (ft)	35	5	3	1	0
95th Queue (ft)	57	24	18	15	6
Link Distance (ft)		151	193	59	477
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)	60				
Storage Blk Time (%)	0				
Queuing Penalty (veh)	0				

Intersection: 20: Bow St & Rochester St

Movement	EB	WB	SE
Directions Served	LT	TR	LR
Maximum Queue (ft)	23	12	86
Average Queue (ft)	5	0	9
95th Queue (ft)	17	6	44
Link Distance (ft)	208	39	182
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 181

Summary of All Intervals

Run Number	1	2	5	6	7	Avg
Start Time	4:57	4:57	4:57	4:57	4:57	4:57
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2622	2649	2647	2651	2659	2643
Vehs Exited	2629	2653	2630	2638	2656	2642
Starting Vehs	62	60	43	40	43	47
Ending Vehs	55	56	60	53	46	50
Travel Distance (mi)	768	777	765	777	785	774
Travel Time (hr)	55.8	55.8	52.8	51.7	53.1	53.9
Total Delay (hr)	25.1	24.9	22.3	20.8	22.0	23.0
Total Stops	3462	3410	3397	3426	3487	3438
Fuel Used (gal)	37.8	38.2	36.9	37.3	37.9	37.6

Interval #0 Information Seeding

Start Time	4:57
End Time	5:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	5	6	7	Avg
Vehs Entered	2622	2649	2647	2651	2659	2643
Vehs Exited	2629	2653	2630	2638	2656	2642
Starting Vehs	62	60	43	40	43	47
Ending Vehs	55	56	60	53	46	50
Travel Distance (mi)	768	777	765	777	785	774
Travel Time (hr)	55.8	55.8	52.8	51.7	53.1	53.9
Total Delay (hr)	25.1	24.9	22.3	20.8	22.0	23.0
Total Stops	3462	3410	3397	3426	3487	3438
Fuel Used (gal)	37.8	38.2	36.9	37.3	37.9	37.6

1: Market St/Rochester St & Saw Mill Hill Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.2	6.4	0.0	3.7
Total Del/Veh (s)	21.0	16.0	30.9	20.0

2: School St & Wilson St/Allen St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.4	0.0	0.3	0.2
Total Del/Veh (s)	18.6	20.3	10.0	10.0	13.5

4: Sullivan St & Jordan St/Wilson St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.0
Total Del/Veh (s)	5.4	9.9	10.1	7.0	9.4

7: Saw Mill Hill & School St Performance by approach

Approach	NW	NE	SW	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Del/Veh (s)	62.3	1.0	9.6	8.1

10: Rochester St/Sullivan St Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.3	1.3	14.4	3.0

13: Rochester St & Eleanors Way Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	5.0	0.6	2.1	2.5

15: Sullivan St & Eleanors Way Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.5	0.4	2.1	2.1

18: Ocean Ave & Proposed Subdivision Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	0.2	0.2
Total Del/Veh (s)	3.7	0.2	0.1	0.2

20: Bow St & Rochester St Performance by approach

Approach	EB	WB	SE	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	9.5	0.5	0.6	0.7

Total Network Performance

Denied Del/Veh (s)	2.4
Total Del/Veh (s)	28.4

Intersection: 1: Market St/Rochester St & Saw Mill Hill

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	131	275	165	122	168
Average Queue (ft)	113	201	132	54	100
95th Queue (ft)	137	307	204	98	158
Link Distance (ft)	113	244		107	107
Upstream Blk Time (%)	24	9		1	11
Queuing Penalty (veh)	94	0		2	15
Storage Bay Dist (ft)			140		
Storage Blk Time (%)		16	2		
Queuing Penalty (veh)		75	8		

Intersection: 2: School St & Wilson St/Allen St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	126	259	220	189
Average Queue (ft)	53	122	105	94
95th Queue (ft)	99	214	178	161
Link Distance (ft)	757	464	797	383
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Sullivan St & Jordan St/Wilson St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	TR	LT
Maximum Queue (ft)	31	149	166	66
Average Queue (ft)	16	77	75	37
95th Queue (ft)	40	121	125	59
Link Distance (ft)	413	757	477	355
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Saw Mill Hill & School St

Movement	NW	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	169	8	212
Average Queue (ft)	57	0	68
95th Queue (ft)	175	4	173
Link Distance (ft)	397	113	797
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Rochester St/Sullivan St

Movement	EB	NB	SB	B22
Directions Served	LR	L	TR	T
Maximum Queue (ft)	37	23	109	36
Average Queue (ft)	4	1	44	2
95th Queue (ft)	21	11	84	18
Link Distance (ft)	39	107	59	193
Upstream Blk Time (%)	0		5	
Queuing Penalty (veh)	1		6	
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 13: Rochester St & Eleanors Way

Movement	WB	WB	NB	SB
Directions Served	L	R	TR	LT
Maximum Queue (ft)	54	103	4	69
Average Queue (ft)	17	43	0	23
95th Queue (ft)	43	76	3	61
Link Distance (ft)		151	182	507
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	60			
Storage Blk Time (%)	0	2		
Queuing Penalty (veh)	0	1		

Intersection: 15: Sullivan St & Eleanors Way

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	66	30	48	15
Average Queue (ft)	33	7	3	0
95th Queue (ft)	58	27	20	8
Link Distance (ft)		151	193	477
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	60			
Storage Blk Time (%)	1			
Queuing Penalty (veh)	0			

Intersection: 18: Ocean Ave & Proposed Subdivision

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	18
Average Queue (ft)	4	1
95th Queue (ft)	20	7
Link Distance (ft)	275	344
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 20: Bow St & Rochester St

Movement	EB	SE
Directions Served	LT	LR
Maximum Queue (ft)	14	35
Average Queue (ft)	4	2
95th Queue (ft)	14	16
Link Distance (ft)	208	182
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 202

Summary of All Intervals

Run Number	2	3	4	5	6	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2296	2233	2196	2222	2288	2250
Vehs Exited	2284	2240	2187	2213	2303	2246
Starting Vehs	40	44	41	30	39	35
Ending Vehs	52	37	50	39	24	38
Travel Distance (mi)	652	637	628	639	655	642
Travel Time (hr)	45.4	43.3	42.6	42.9	44.9	43.8
Total Delay (hr)	18.4	16.9	16.4	16.3	17.7	17.1
Total Stops	3217	3052	3072	3117	3196	3131
Fuel Used (gal)	31.9	30.9	30.4	30.7	32.2	31.2

Interval #0 Information Seeding

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

Interval #1 Information Recording

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

Run Number	2	3	4	5	6	Avg
Vehs Entered	2296	2233	2196	2222	2288	2250
Vehs Exited	2284	2240	2187	2213	2303	2246
Starting Vehs	40	44	41	30	39	35
Ending Vehs	52	37	50	39	24	38
Travel Distance (mi)	652	637	628	639	655	642
Travel Time (hr)	45.4	43.3	42.6	42.9	44.9	43.8
Total Delay (hr)	18.4	16.9	16.4	16.3	17.7	17.1
Total Stops	3217	3052	3072	3117	3196	3131
Fuel Used (gal)	31.9	30.9	30.4	30.7	32.2	31.2

1: Market St/Sullivan St & Saw Mill Hill Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	2.7	0.0	0.6
Total Del/Veh (s)	22.7	15.7	17.4	18.8

2: School St & Wilson St/Allen St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.5	0.2
Total Del/Veh (s)	14.5	12.2	7.2	9.9	10.5

4: Sullivan St & Jordan St/Wilson St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.4	0.2
Total Del/Veh (s)	6.2	6.2	5.7	8.4	7.2

7: Saw Mill Hill & School St Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	0.6	25.1	7.6	5.6

10: Sullivan St Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	7.9	1.7	7.0

13: Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.4	0.2
Total Del/Veh (s)	5.7	0.8	3.5

15: Sullivan St Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.5	3.0	3.5

18: Ocean Ave & Proposed Subdivision Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	0.2	0.2
Total Del/Veh (s)	3.3	0.2	0.1	0.2

Total Network Performance

Denied Del/Veh (s)	0.6
Total Del/Veh (s)	26.4

Intersection: 1: Market St/Sullivan St & Saw Mill Hill

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	R	LT
Maximum Queue (ft)	157	70	128	95	202
Average Queue (ft)	137	18	59	46	169
95th Queue (ft)	171	52	106	75	196
Link Distance (ft)	138	138	238		122
Upstream Blk Time (%)	17				31
Queuing Penalty (veh)	38				185
Storage Bay Dist (ft)				140	
Storage Blk Time (%)			0		
Queuing Penalty (veh)			0		

Intersection: 2: School St & Wilson St/Allen St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	135	127	134	227
Average Queue (ft)	68	55	58	102
95th Queue (ft)	111	103	107	182
Link Distance (ft)	757	464	805	383
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Sullivan St & Jordan St/Wilson St

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	R	TR	LT
Maximum Queue (ft)	39	76	54	79	116
Average Queue (ft)	18	42	23	40	53
95th Queue (ft)	42	67	55	64	89
Link Distance (ft)	412	757		466	347
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			20		
Storage Blk Time (%)		12	2		
Queuing Penalty (veh)		3	3		

Intersection: 7: Saw Mill Hill & School St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	6	95	196
Average Queue (ft)	0	35	64
95th Queue (ft)	6	71	161
Link Distance (ft)	138	396	805
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Sullivan St

Movement	EB	EB
Directions Served	L	R
Maximum Queue (ft)	45	295
Average Queue (ft)	17	116
95th Queue (ft)	49	259
Link Distance (ft)		339
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)	20	
Storage Blk Time (%)	1	18
Queuing Penalty (veh)	5	19

Intersection: 13:

Movement	WB	WB	SB
Directions Served	L	R	T
Maximum Queue (ft)	118	70	11
Average Queue (ft)	53	36	1
95th Queue (ft)	97	59	12
Link Distance (ft)	144	144	132
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Sullivan St

Movement	NB	NB	SB
Directions Served	L	T	R
Maximum Queue (ft)	60	60	22
Average Queue (ft)	24	2	1
95th Queue (ft)	54	26	10
Link Distance (ft)		286	466
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	40		
Storage Blk Time (%)	3	0	
Queuing Penalty (veh)	5	0	

Intersection: 18: Ocean Ave & Proposed Subdivision

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	6
Average Queue (ft)	2	0
95th Queue (ft)	15	4
Link Distance (ft)	275	344
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 259

Summary of All Intervals

Run Number	1	3	4	6	7	Avg
Start Time	4:57	4:57	4:57	4:57	4:57	4:57
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2203	2167	2129	2204	2189	2178
Vehs Exited	2180	2157	2124	2201	2187	2170
Starting Vehs	42	50	53	54	54	47
Ending Vehs	65	60	58	57	56	60
Travel Distance (mi)	789	782	768	791	787	784
Travel Time (hr)	55.0	54.8	53.3	58.4	57.2	55.7
Total Delay (hr)	22.7	22.9	22.0	26.2	25.1	23.8
Total Stops	3929	3939	3828	4124	4066	3977
Fuel Used (gal)	38.2	38.2	37.1	39.2	39.1	38.3

Interval #0 Information Seeding

Start Time	4:57
End Time	5:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	3	4	6	7	Avg
Vehs Entered	2203	2167	2129	2204	2189	2178
Vehs Exited	2180	2157	2124	2201	2187	2170
Starting Vehs	42	50	53	54	54	47
Ending Vehs	65	60	58	57	56	60
Travel Distance (mi)	789	782	768	791	787	784
Travel Time (hr)	55.0	54.8	53.3	58.4	57.2	55.7
Total Delay (hr)	22.7	22.9	22.0	26.2	25.1	23.8
Total Stops	3929	3939	3828	4124	4066	3977
Fuel Used (gal)	38.2	38.2	37.1	39.2	39.1	38.3

1: Market St/Sullivan St & Saw Mill Hill Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	3.3	0.0	1.9
Total Del/Veh (s)	24.8	22.1	25.7	23.4

2: School St & Wilson St/Allen St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.4	0.0	0.4	0.2
Total Del/Veh (s)	16.5	21.8	10.5	10.8	14.3

4: Sullivan St & Jordan St/Wilson St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.0
Total Del/Veh (s)	6.3	9.7	11.1	7.5	9.8

7: Saw Mill Hill & School St Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0
Total Del/Veh (s)	0.7	23.0	3.0	3.0

10: Sullivan St Performance by approach

Approach	EB	NB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.8	1.8	2.7

13: Performance by approach

Approach	WB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	4.2	0.2	3.1

15: Sullivan St Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	7.6	2.4	5.6

Total Network Performance

Denied Del/Veh (s)	1.6
Total Del/Veh (s)	36.8

Intersection: 1: Market St/Sullivan St & Saw Mill Hill

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	R	LT
Maximum Queue (ft)	216	92	467	165	181
Average Queue (ft)	144	41	252	145	132
95th Queue (ft)	210	80	467	202	189
Link Distance (ft)	152	152	471		117
Upstream Blk Time (%)	9		3		17
Queuing Penalty (veh)	17		0		51
Storage Bay Dist (ft)				140	
Storage Blk Time (%)			19	3	
Queuing Penalty (veh)			92	14	

Intersection: 2: School St & Wilson St/Allen St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	110	271	230	230
Average Queue (ft)	48	128	108	98
95th Queue (ft)	91	223	184	174
Link Distance (ft)	757	464	805	383
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Sullivan St & Jordan St/Wilson St

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	L	R	TR	LT
Maximum Queue (ft)	44	145	59	164	71
Average Queue (ft)	18	73	41	82	33
95th Queue (ft)	44	113	56	135	61
Link Distance (ft)	412	757		466	347
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			20		
Storage Blk Time (%)		25	10		
Queuing Penalty (veh)		22	27		

Intersection: 7: Saw Mill Hill & School St

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	18	108	85
Average Queue (ft)	1	39	10
95th Queue (ft)	12	85	50
Link Distance (ft)	152	396	805
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Sullivan St

Movement	EB	EB	NB
Directions Served	L	R	T
Maximum Queue (ft)	44	165	11
Average Queue (ft)	19	29	1
95th Queue (ft)	46	100	11
Link Distance (ft)		344	117
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	20		
Storage Blk Time (%)	7	3	
Queuing Penalty (veh)	21	2	

Intersection: 13:

Movement	WB	WB
Directions Served	L	R
Maximum Queue (ft)	59	112
Average Queue (ft)	28	62
95th Queue (ft)	51	96
Link Distance (ft)	143	143
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Sullivan St

Movement	NB	NB	SB
Directions Served	L	T	R
Maximum Queue (ft)	67	238	41
Average Queue (ft)	49	56	5
95th Queue (ft)	76	183	24
Link Distance (ft)		286	466
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)	40		
Storage Blk Time (%)	14	0	
Queuing Penalty (veh)	50	0	

Network Summary

Network wide Queuing Penalty: 297

Summary of All Intervals

Run Number	2	3	4	5	6	Avg
Start Time	7:27	7:27	7:27	7:27	7:27	7:27
End Time	8:30	8:30	8:30	8:30	8:30	8:30
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	1873	1814	1829	1828	1829	1835
Vehs Exited	1868	1815	1822	1824	1816	1826
Starting Vehs	35	33	29	34	28	29
Ending Vehs	40	32	36	38	41	34
Travel Distance (mi)	622	609	609	611	596	609
Travel Time (hr)	37.7	36.3	37.6	37.1	35.7	36.9
Total Delay (hr)	12.9	12.1	13.3	12.7	11.9	12.6
Total Stops	2968	2885	2978	2913	2840	2914
Fuel Used (gal)	29.2	28.4	29.0	28.5	27.8	28.6

Interval #0 Information Seeding

Start Time	7:27
End Time	7:30
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:30
End Time	8:30
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	2	3	4	5	6	Avg
Vehs Entered	1873	1814	1829	1828	1829	1835
Vehs Exited	1868	1815	1822	1824	1816	1826
Starting Vehs	35	33	29	34	28	29
Ending Vehs	40	32	36	38	41	34
Travel Distance (mi)	622	609	609	611	596	609
Travel Time (hr)	37.7	36.3	37.6	37.1	35.7	36.9
Total Delay (hr)	12.9	12.1	13.3	12.7	11.9	12.6
Total Stops	2968	2885	2978	2913	2840	2914
Fuel Used (gal)	29.2	28.4	29.0	28.5	27.8	28.6

1: Market St/Sullivan St & Saw Mill Hill Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	2.6	0.0	0.6
Total Del/Veh (s)	11.3	9.4	12.8	11.6

2: School St & Wilson St/Allen St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	1.4	0.0	0.5	0.4
Total Del/Veh (s)	14.8	11.7	7.6	10.7	11.0

4: Sullivan St & Jordan St/Wilson St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.4	0.2
Total Del/Veh (s)	5.7	6.5	5.5	8.5	7.2

7: Saw Mill Hill & School St Performance by approach

Approach	NW	NE	SW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	11.6	0.8	3.3	2.7

13: Rochester & Eleanors Way Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.4	0.2
Total Del/Veh (s)	3.1	0.1	2.9	2.9

15: Sullivan St & Eleanors Way Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.7	5.8	3.0	5.3

Total Network Performance

Denied Del/Veh (s)	0.8
Total Del/Veh (s)	23.5

Intersection: 1: Market St/Sullivan St & Saw Mill Hill

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	190	157	95	100	242
Average Queue (ft)	123	48	32	61	121
95th Queue (ft)	191	107	68	112	207
Link Distance (ft)	131	386			419
Upstream Blk Time (%)	6				
Queuing Penalty (veh)	24				
Storage Bay Dist (ft)			140	75	
Storage Blk Time (%)		0		2	15
Queuing Penalty (veh)		0		7	25

Intersection: 2: School St & Wilson St/Allen St

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	LTR	LTR
Maximum Queue (ft)	143	142	75	160	203
Average Queue (ft)	71	54	24	53	104
95th Queue (ft)	122	102	56	110	182
Link Distance (ft)	754	469		801	371
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			125		
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

Intersection: 4: Sullivan St & Jordan St/Wilson St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	TR	LT
Maximum Queue (ft)	44	79	77	152
Average Queue (ft)	20	44	38	65
95th Queue (ft)	45	67	60	108
Link Distance (ft)	414	754	480	356
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Saw Mill Hill & School St

Movement	NW	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	56	16	69
Average Queue (ft)	28	1	6
95th Queue (ft)	54	11	35
Link Distance (ft)	290	131	801
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Rochester & Eleanors Way

Movement	WB	WB	SB
Directions Served	L	R	LT
Maximum Queue (ft)	27	81	96
Average Queue (ft)	3	40	10
95th Queue (ft)	17	65	49
Link Distance (ft)		152	341
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	60		
Storage Blk Time (%)		1	
Queuing Penalty (veh)		0	

Intersection: 15: Sullivan St & Eleanors Way

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	84	150	108	27
Average Queue (ft)	49	69	40	3
95th Queue (ft)	83	120	84	18
Link Distance (ft)		152	419	480
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		2		
Storage Bay Dist (ft)	60			
Storage Blk Time (%)	4	8		
Queuing Penalty (veh)	11	9		

Network Summary

Network wide Queuing Penalty: 78

Summary of All Intervals

Run Number	1	2	3	5	6	Avg
Start Time	4:57	4:57	4:57	4:57	4:57	4:57
End Time	6:00	6:00	6:00	6:00	6:00	6:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded Intervals	1	1	1	1	1	1
Vehs Entered	2262	2214	2299	2254	2279	2264
Vehs Exited	2252	2221	2295	2249	2266	2256
Starting Vehs	47	52	39	50	34	41
Ending Vehs	57	45	43	55	47	50
Travel Distance (mi)	735	724	747	737	737	736
Travel Time (hr)	48.6	48.8	50.2	48.2	49.9	49.2
Total Delay (hr)	18.9	19.6	20.1	18.6	20.2	19.5
Total Stops	3582	3590	3723	3489	3635	3605
Fuel Used (gal)	35.1	35.2	36.0	35.0	35.5	35.3

Interval #0 Information Seeding

Start Time	4:57
End Time	5:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	5	6	Avg
Vehs Entered	2262	2214	2299	2254	2279	2264
Vehs Exited	2252	2221	2295	2249	2266	2256
Starting Vehs	47	52	39	50	34	41
Ending Vehs	57	45	43	55	47	50
Travel Distance (mi)	735	724	747	737	737	736
Travel Time (hr)	48.6	48.8	50.2	48.2	49.9	49.2
Total Delay (hr)	18.9	19.6	20.1	18.6	20.2	19.5
Total Stops	3582	3590	3723	3489	3635	3605
Fuel Used (gal)	35.1	35.2	36.0	35.0	35.5	35.3

1: Market St/Sullivan St & Saw Mill Hill Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	3.1	0.0	1.8
Total Del/Veh (s)	17.2	15.6	13.0	15.5

2: School St & Wilson St/Allen St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	1.0	0.0	0.4	0.4
Total Del/Veh (s)	16.2	16.2	11.1	13.0	13.6

4: Sullivan St & Jordan St/Wilson St Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1	0.2	0.1
Total Del/Veh (s)	5.4	11.2	11.2	7.1	10.3

7: Saw Mill Hill & School St Performance by approach

Approach	NW	NE	SW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	22.3	0.8	3.5	3.3

13: Rochester & Eleanors Way Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.1
Total Del/Veh (s)	4.2	0.3	2.4	3.5

15: Sullivan St & Eleanors Way Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.6	7.4	2.4	5.0

Total Network Performance

Denied Del/Veh (s)	1.6
Total Del/Veh (s)	28.9

Intersection: 1: Market St/Sullivan St & Saw Mill Hill

Movement	WB	NB	NB	SB	SB
Directions Served	LR	T	R	L	T
Maximum Queue (ft)	191	409	165	100	152
Average Queue (ft)	134	208	116	48	57
95th Queue (ft)	201	382	210	88	118
Link Distance (ft)	122	386			419
Upstream Blk Time (%)	12	2			
Queuing Penalty (veh)	46	0			
Storage Bay Dist (ft)			140	75	
Storage Blk Time (%)		13	0	2	3
Queuing Penalty (veh)		62	1	4	3

Intersection: 2: School St & Wilson St/Allen St

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	LTR	LTR
Maximum Queue (ft)	119	265	130	230	231
Average Queue (ft)	50	113	30	104	102
95th Queue (ft)	93	203	81	186	193
Link Distance (ft)	754	469		792	371
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			125		
Storage Blk Time (%)		5	0		
Queuing Penalty (veh)		3	0		

Intersection: 4: Sullivan St & Jordan St/Wilson St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	TR	LT
Maximum Queue (ft)	45	174	186	81
Average Queue (ft)	17	89	85	44
95th Queue (ft)	43	150	144	69
Link Distance (ft)	414	754	480	356
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 7: Saw Mill Hill & School St

Movement	NW	NE	SW
Directions Served	LR	TR	LT
Maximum Queue (ft)	98	4	86
Average Queue (ft)	41	0	13
95th Queue (ft)	79	3	53
Link Distance (ft)	292	122	792
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Rochester & Eleanors Way

Movement	WB	WB	SB
Directions Served	L	R	LT
Maximum Queue (ft)	50	112	52
Average Queue (ft)	17	59	8
95th Queue (ft)	44	93	34
Link Distance (ft)		152	341
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)	60		
Storage Blk Time (%)	0	5	
Queuing Penalty (veh)	0	1	

Intersection: 15: Sullivan St & Eleanors Way

Movement	EB	EB	NB	SB
Directions Served	L	R	LT	TR
Maximum Queue (ft)	34	72	251	29
Average Queue (ft)	4	46	99	7
95th Queue (ft)	22	69	199	25
Link Distance (ft)		152	419	480
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	60			
Storage Blk Time (%)	0	1		
Queuing Penalty (veh)	0	0		

Network Summary

Network wide Queuing Penalty: 120

C. Crash History

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

Crash Summary I
 Section Detail
 Crash Summary II
 1320 Public
 1320 Private
 1320 Summary

REPORT DESCRIPTION

Berwick
 Sullivan St., Wilson St., Rte. 9/School St., Sawmill Hill, Rochester St., Eleanor St.

REPORT PARAMETERS

Year 2015, Start Month 1 through Year 2017 End Month: 12

Route: 0009X	Start Node: 56714 End Node: 56718	Start Offset: 0 End Offset: 0	<input type="checkbox"/> Exclude First Node <input type="checkbox"/> Exclude Last Node
Route: 31B7145	Start Node: 52129 End Node: 56718	Start Offset: 0 End Offset: 0	<input type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 31B0590	Start Node: 52129 End Node: 56715	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 31B7184	Start Node: 52117 End Node: 52128	Start Offset: 0 End Offset: 0	<input type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 3210740	Start Node: 52117 End Node: 56715	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 3200382	Start Node: 60057 End Node: 60058	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 31B0005	Start Node: 52115 End Node: 52116	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes																		
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury Crashes			PD	Percent Annual M Injury	Ent-Veh	Crash Rate	Critical Rate	CRF				
56714	0009X - 0	End of SULLIVAN ST	1	0	0	0	0	0	0	0.0	2.829	0.00	0.37	0.00				
												Statewide Crash Rate: 0.12						
P56715	0009X - 0.02	Int of ROCHESTER ST SAWMILL HL SULLIVAN ST	9	6	0	0	0	0	6	0.0	6.788	0.29	1.21	0.00				
												Statewide Crash Rate: 0.74						
56716	0009X - 0.06	Int of SAWMILL HL SCHOOL ST	1	5	0	0	0	2	3	40.0	3.507	0.48	0.35	1.37				
												Statewide Crash Rate: 0.12						
56717	0009X - 0.17	Int of LYMAN ST SCHOOL ST	1	1	0	0	0	0	1	0.0	2.739	0.12	0.37	0.00				
												Statewide Crash Rate: 0.12						
56718	0009X - 0.23	Int of ALLEN ST SCHOOL ST WILSON ST	9	17	0	0	1	4	12	29.4	4.258	1.33	1.32	1.01				
												Statewide Crash Rate: 0.74						
52129	31B7145 - 0	Int of JORDAN ST, SULLIVAN ST, WILSON ST	1	5	0	0	1	2	2	60.0	2.822	0.59	0.39	1.51				
												Statewide Crash Rate: 0.13						
60057	31B0590 - 0.79	Int of ELEANORS WY, SULLIVAN ST	1	0	0	0	0	0	0	0.0	1.935	0.00	0.43	0.00				
												Statewide Crash Rate: 0.13						
52128	31B0590 - 0.81	Int of ELEANORS WY, SULLIVAN ST	1	1	0	1	0	0	0	100.0	2.126	0.16	0.42	0.00				
												Statewide Crash Rate: 0.13						
A52115	31B0590 - 0.86	Int of BOW ST, SULLIVAN ST	1	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00				
												Statewide Crash Rate: 0.13						
52117	31B7184 - 0	Int of ELEANORS WY ROCHESTER ST	1	2	0	0	0	2	0	100.0	3.284	0.20	0.38	0.00				
												Statewide Crash Rate: 0.13						
60058	31B7184 - 0.03	Non-Int ELEANORS WY	1	0	0	0	0	0	0	0.0	2.141	0.00	0.42	0.00				
												Statewide Crash Rate: 0.13						
60059	3210740 - 0.05	Int of BOW ST ROCHESTER ST	1	0	0	0	0	0	0	0.0	2.227	0.00	0.41	0.00				
												Statewide Crash Rate: 0.13						
A52116	3210740 - 0.07	Int of BOW ST ROCHESTER ST	1	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00				
												Statewide Crash Rate: 0.13						
Study Years: 3.00				NODE TOTALS:				37	0	1	2	10	24	35.1	34.656	0.36	0.46	0.77

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury Crashes				Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
								A	B	C	PD						
56714	56715	3121282	0 - 0.02	0009X - 0 ST RTE 9	0.02	1	0	0	0	0	0	0.0	0.00113	0.00	526.59	0.00	
End of SULLIVAN ST													Statewide Crash Rate: 143.76				
56715	56716	3114320	0 - 0.04	0009X - 0.02 ST RTE 9	0.04	1	1	0	0	0	0	1	0.0	0.00143	233.30	498.87	0.00
Int of ROCHESTER ST SAWMILL HL SULLIVAN ST													Statewide Crash Rate: 143.76				
56716	56717	3119712	0 - 0.11	0009X - 0.06 ST RTE 9	0.11	1	2	0	0	0	2	0.0	0.00299	222.88	414.09	0.00	
Int of SAWMILL HL SCHOOL ST													Statewide Crash Rate: 143.76				
56717	56718	3132448	0 - 0.06	0009X - 0.17 ST RTE 9	0.06	1	2	0	0	0	2	0.0	0.00161	413.44	484.47	0.00	
Int of LYMAN ST SCHOOL ST													Statewide Crash Rate: 143.76				
52129	56718	234567	0 - 0.16	31B7145 - 0 RD INV 31 B7145	0.16	1	1	0	0	0	1	0.0	0.00206	161.92	650.17	0.00	
Int of JORDAN ST, SULLIVAN ST, WILSON ST													Statewide Crash Rate: 231.93				
60057	52129	2067877	0 - 0.09	31B0590 - 0.70 RD INV 31 B0590	0.09	1	0	0	0	0	0	0.0	0.00177	0.00	675.98	0.00	
Int of ELEANORS WY, SULLIVAN ST													Statewide Crash Rate: 231.93				
52128	60057	2067904	0 - 0.02	31B0590 - 0.79 RD INV 31 B0590	0.02	1	0	0	0	0	0	0.0	0.00019	0.00	997.97	0.00	
Int of ELEANORS WY, SULLIVAN ST													Statewide Crash Rate: 231.93				
52115	52128	2067901	0 - 0.05	31B0590 - 0.81 RD INV 31 B0590	0.05	1	2	0	0	0	2	0.0	0.00106	627.12	769.83	0.00	
Int of BOW ST, SULLIVAN ST													Statewide Crash Rate: 231.93				
52115	56715	2068002	0 - 0.03	31B0590 - 0.86 RD INV 31 B0590	0.03	1	0	0	0	0	0	0.0	0.00056	0.00	893.01	0.00	
Int of BOW ST, SULLIVAN ST													Statewide Crash Rate: 231.93				
52117	60058	2067907	0 - 0.03	31B7184 - 0 RD INV 31 B7184	0.03	1	0	0	0	0	0	0.0	0.00064	0.00	866.18	0.00	
Int of ELEANORS WY ROCHESTER ST													Statewide Crash Rate: 231.93				
60058	52128	2067905	0 - 0.02	31B7184 - 0.03 RD INV 31 B7184	0.02	1	0	0	0	0	0	0.0	0.00024	0.00	1000.21	0.00	
Non-Int ELEANORS WY													Statewide Crash Rate: 231.93				
60059	52117	3115125	0 - 0.05	3210740 - 0 RD INV 3210740	0.05	1	0	0	0	0	0	0.0	0.00107	0.00	630.54	0.00	
Int of BOW ST ROCHESTER ST													Statewide Crash Rate: 178.77				
52116	60059	3121349	0 - 0.02	3210740 - 0.05 RD INV 3210740	0.02	1	0	0	0	0	0	0.0	0.00043	0.00	749.10	0.00	
Int of BOW ST ROCHESTER ST													Statewide Crash Rate: 178.77				
52116	56715	3139051	0 - 0.03	3210740 - 0.07 RD INV 3210740	0.03	1	1	0	0	0	1	0.0	0.00057	585.19	719.36	0.00	
Int of BOW ST ROCHESTER ST													Statewide Crash Rate: 178.77				
60057	60058	2067906	0 - 0.02	3200382 - 0 RD INV 3200382	0.02	1	0	0	0	0	0	0.0	0.00019	0.00	998.76	0.00	
Int of ELEANORS WY, SULLIVAN ST													Statewide Crash Rate: 231.93				
52115	52116	2067911	0 - 0.02	31B0005 - 0 RD INV 31 B0005	0.02	1	0	0	0	0	0	0.0	0.00006	0.00	256.87	0.00	
Int of BOW ST, SULLIVAN ST													Statewide Crash Rate: 231.93				
Study Years:	3.00		Section Totals:		0.77		9	0	0	0	9	0.0	0.01600	187.44	335.29	0.56	
Grand Totals:					0.77		46	0	1	2	10	33	28.3	0.01600	958.03	377.06	2.54

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree	
						K	A	B	C					PD
56714	56715	3121282	0 - 0.02	0009X - 0	0	0	0	0	0					
56715	56716	3114320	0 - 0.04	0009X - 0.02	1	0	0	0	0	1	2016-20834	07/18/2016	0.04	PD
56716	56717	3119712	0 - 0.11	0009X - 0.06	2	0	0	0	0	2	2017-19070	06/23/2017	0.09	PD
											2015-15182	05/06/2015	0.15	PD
56717	56718	3132448	0 - 0.06	0009X - 0.17	2	0	0	0	0	2	2016-23957	08/17/2016	0.19	PD
											2015-40467	08/30/2015	0.22	PD
52129	56718	234567	0 - 0.16	31B7145 - 0	1	0	0	0	0	1	2015-3892	01/21/2015	0.13	PD
60057	52129	2067877	0 - 0.09	31B0590 - 0.70	0	0	0	0	0	0				
52128	60057	2067904	0 - 0.02	31B0590 - 0.79	0	0	0	0	0	0				
52115	52128	2067901	0 - 0.05	31B0590 - 0.81	2	0	0	0	0	2	2016-11343	04/18/2016	0.82	PD
											2016-21668	07/30/2016	0.85	PD
52115	56715	2068002	0 - 0.03	31B0590 - 0.86	0	0	0	0	0	0				
52117	60058	2067907	0 - 0.03	31B7184 - 0	0	0	0	0	0	0				
60058	52128	2067905	0 - 0.02	31B7184 - 0.03	0	0	0	0	0	0				
60059	52117	3115125	0 - 0.05	3210740 - 0	0	0	0	0	0	0				
52116	60059	3121349	0 - 0.02	3210740 - 0.05	0	0	0	0	0	0				
52116	56715	3139051	0 - 0.03	3210740 - 0.07	1	0	0	0	0	1	2017-1826	01/13/2017	0.09	PD
60057	60058	2067906	0 - 0.02	3200382 - 0	0	0	0	0	0	0				
52115	52116	2067911	0 - 0.02	31B0005 - 0	0	0	0	0	0	0				
Totals:					9	0	0	0	0	9				

Crash Summary II - Characteristics

Crashes by Day and Hour

Day Of Week	AM											PM											Un	Tot			
	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9			10	11	
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MONDAY	0	0	0	0	0	0	1	0	0	0	0	1	2	0	1	0	0	0	0	1	0	1	0	0	0	0	7
TUESDAY	0	0	0	0	0	0	0	0	0	0	1	0	3	0	1	0	0	2	0	0	0	0	0	0	0	0	7
WEDNESDAY	0	0	0	0	0	0	0	0	0	3	0	1	0	2	1	1	1	2	1	0	0	0	0	0	0	0	12
THURSDAY	0	0	0	0	0	0	0	0	1	0	0	0	2	1	1	0	1	0	0	0	0	0	0	1	0	7	
FRIDAY	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	1	0	0	1	1	0	0	0	7	
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	2	1	0	1	1	0	0	0	0	0	0	0	0	0	5	
Totals	0	0	0	0	0	0	1	1	1	4	1	4	9	3	5	3	3	5	1	1	1	2	0	1	0	46	

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	43	23-Bicyclist	0
2-(Sport) Utility Vehicle	19	24-Witness	3
3-Passenger Van	6	25-Other	1
4-Cargo Van (10K lbs or Less)	3	Total	95
5-Pickup	15		
6-Motor Home	0		
7-School Bus	0		
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	1		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	2		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	2		

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	15	27	0	0	0	0	42
Ran Off Roadway	0	0	0	0	0	0	0
Failed to Yield Right-of-Way	7	0	0	0	0	0	7
Ran Red Light	6	2	0	0	0	0	8
Ran Stop Sign	3	2	0	0	0	0	5
Disregarded Other Traffic Sign	1	0	0	0	0	0	1
Disregarded Other Road Markings	0	1	0	0	0	0	1
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	1	0	0	0	0	0	1
Improper Backing	2	0	0	0	0	0	2
Improper Passing	0	2	0	0	0	0	2
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	5	4	0	0	0	0	9
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	1	0	0	0	0	0	1
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	2	3	0	0	0	0	5
Unknown	2	2	0	0	0	0	4
Total	45	43	0	0	0	0	88

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	43	44	0	0	0	0	87
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	1	0	0	0	0	1
Ill (Sick)	1	0	0	0	0	0	1
Asleep or Fatigued	1	0	0	0	0	0	1
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	45	45	0	0	0	0	90

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	8	0	0	0	0	8
20-24	11	0	0	0	0	11
25-29	10	0	0	0	0	10
30-39	14	0	0	0	0	14
40-49	9	0	0	0	0	9
50-59	12	0	0	0	0	12
60-69	12	0	0	0	0	12
70-79	11	0	0	0	0	11
80-Over	1	0	0	0	0	1
Unknown	2	0	0	2	0	4
Total	90	0	0	2	0	92

Crash Summary II - Characteristics

Most Harmful Event			
Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	0	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	0	39-Unknown	4
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0		
6-Fell / Jumped from Motor Vehicle	0	Total	90
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	2		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	0		
13-Motor Vehicle in Transport	82		
14-Parked Motor Vehicle	1		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	1		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Traffic Control Devices		
Traffic Control Device	Total	
1-Traffic Signals (Stop & Go)	23	
2-Traffic Signals (Flashing)	2	
3-Advisory/Warning Sign	0	
4-Stop Signs - All Approaches	5	
5-Stop Signs - Other	5	
6-Yield Sign	0	
7-Curve Warning Sign	0	
8-Officer, Flagman, School Patrol	0	
9-School Bus Stop Arm	0	
10-School Zone Sign	0	
11-R.R. Crossing Device	0	
12-No Passing Zone	0	
13-None	11	
14-Other	0	
Total	46	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	1	1
B	2	2
C	10	12
PD	33	0
Total	46	15

Road Character	
Road Grade	Total
1-Level	35
2-On Grade	8
3-Top of Hill	3
4-Bottom of Hill	0
5-Other	0
Total	46

Light	
Light Condition	Total
1-Daylight	40
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	6
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	46

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2015	2016	2017	Total
JANUARY	1	1	1	3
FEBRUARY	2	2	0	4
MARCH	0	1	0	1
APRIL	1	2	3	6
MAY	1	1	1	3
JUNE	2	2	1	5
JULY	1	3	2	6
AUGUST	2	2	3	7
SEPTEMBER	1	1	2	4
OCTOBER	2	0	0	2
NOVEMBER	0	2	1	3
DECEMBER	2	0	0	2
Total	15	17	14	46

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	4	1	6	11	0	3	0	0	0	0	0	0	0	0	25
Head-on - Sideswipe	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Intersection Movement	0	0	2	15	0	0	0	0	0	0	0	0	0	0	17
Pedestrians	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	1	11	26	0	3	0	0	0	0	0	0	0	0	46

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	4	1	0	0	0	0	0	0	0	0	0	5
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	29	1	0	0	0	0	0	0	0	0	0	30
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	7	0	0	0	0	0	0	0	0	0	2	9
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

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

Crash Summary II - Characteristics

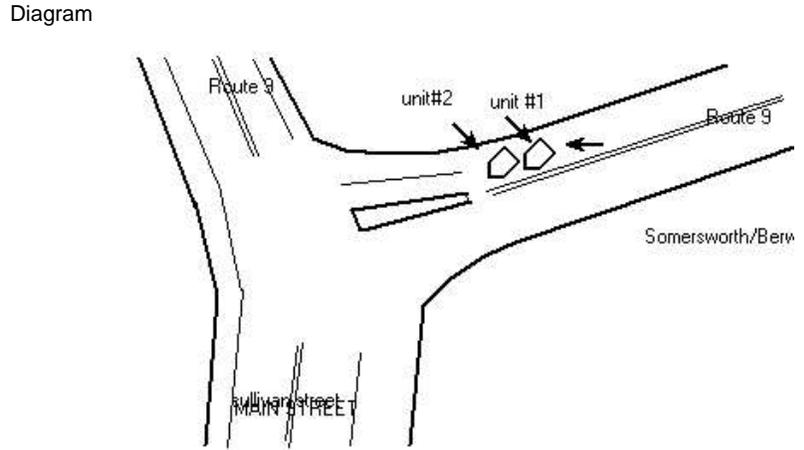
Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	40	2	0	0	0	0	0	0	0	0	4	46

Crash Date: 2/6/2015 Time: 20:14 City: Berwick Street/Highway: 1 SULLIVAN SQ
Start Node: 56715 Int of ROCHESTER ST SAWMILL HL End Node: 0 Offset: 0
SULLIVAN ST
OE Start Node: OE End Node:

Type of Crash: 2 - Rear End / Sideswipe Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear Light: 4 - Dark - Lighted
Road Grade: 1 - Level Surface Condition: 5 - Ice/Frost
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 2 - Weather Conditions Cont. Circ. Env 2
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.) Cont. Circ. Road 2

Narrative
Unit #1 was traveling east on Route 9 on the Somersworth/Berwick bridge when it attempted to stop at the stop light. Due to ice on the road, Unit #1 could not stop in time and struck Unit #2 from the rear. Unit #2 was sitting at the stop light waiting to make a left hand turn.



Unit: 1 Type: 5 - Pickup Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: Most Harmful Event: 39 - Unknown
Pre-Crash Actions: 10 - Slowing in traffic Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 50 - No Other Events Seq. Events 2:
Seq. Events 3: Seq. Events 4:
Driver Distracted By: 6 - Unknown if Distracted Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 17 - Swerved or Avoided Due to Wind, Slippery Surface. Motor Vehicle. Object. Non-Motorist in Driver Action 2:
Person Type Age Sex Injury Degree
6 - Driver/Owner 20 1 - Male 5 - No Injury

Unit: 2 Type: 1 - Passenger Car Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 7 - Rear Driver Side Most Harmful Event: 39 - Unknown
Pre-Crash Actions: 11 - Stopped in traffic Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 47 - Unknown Seq. Events 2:
Seq. Events 3: Seq. Events 4:
Driver Distracted By: 6 - Unknown if Distracted Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action Driver Action 2:
Person Type Age Sex Injury Degree
6 - Driver/Owner 33 2 - Female 5 - No Injury

Crash Date: 3/14/2016

Time: 21:57

City: Berwick

Street/Highway: 1 SULLIVAN SQ

Start Node: 56715

Int of ROCHESTER ST SAWMILL HL
SULLIVAN ST

End Node: 0

Offset: 0

OE Start Node:

OE End Node:

Type of Crash: 2 - Rear End / Sideswipe

Type of Location: 3 - Three Leg Intersection

Weather: 4 - Rain

Light: 4 - Dark - Lighted

Road Grade: 2 - On Grade

Surface Condition: 2 - Wet

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

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

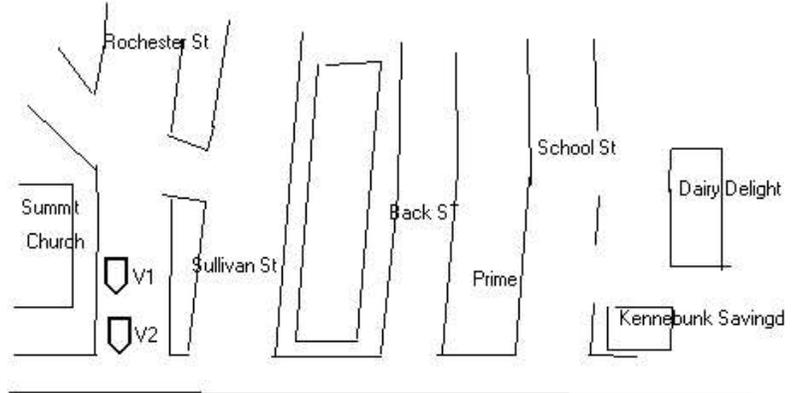
Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2

Narrative

Operator of V1 was looking at the radio and thought the light had changed. He accelerated and struck the rear of V2.

Diagram



Unit: 1 Type: 1 - Passenger Car

Most Damaged Area: 12 - Front

Pre-Crash Actions: 11 - Stopped in traffic

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 3 - Other Activity, Electronic Device

Driver Action 1: 6 - Disregarded Other Traffic Sign

Veh. Travel Dir.: 2 - Southbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	30	1 - Male	5 - No Injury

Unit: 2 Type: 1 - Passenger Car

Most Damaged Area: 6 - Rear

Pre-Crash Actions: 11 - Stopped in traffic

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 1 - Not Distracted

Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 2 - Southbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

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

Crash Date: 7/22/2016

Time: 09:40

City: Berwick

Street/Highway: 1 SULLIVAN SQ

Start Node: 56715

Int of ROCHESTER ST SAWMILL HL SULLIVAN ST

End Node: 0

Offset: 0

OE Start Node:

OE End Node:

Type of Crash: 2 - Rear End / Sideswipe

Type of Location: 4 - Four Leg Intersection

Weather: 1 - Clear

Light: 1 - Daylight

Road Grade: 1 - Level

Surface Condition: 1 - Dry

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

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

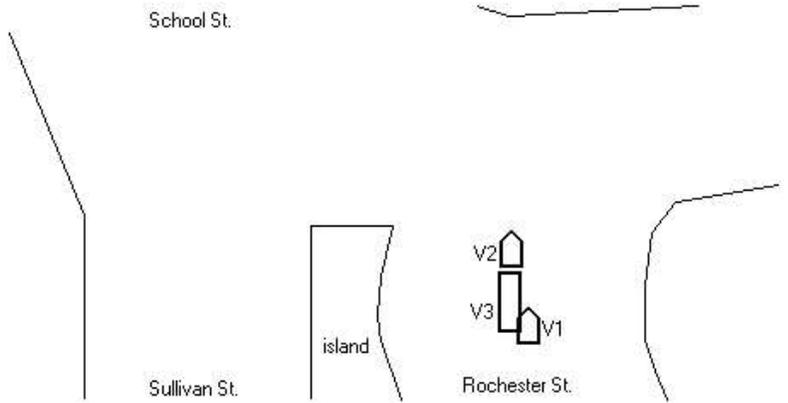
Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2

Narrative

V1 was stopped behind V2, which was towing V3, near the intersection of Rochester Street and School Street. As the light turned green V2/V3 began to make a left turn. V1 began to move forward to make a right turn and became pinched between V3 and the curb.

Diagram



Unit: 1 Type: 5 - Pickup

Most Damaged Area: 10 - Front Driver Quarter Panel

Pre-Crash Actions: 9 - Starting in traffic

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 1 - Not Distracted

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

Veh. Travel Dir.: 4 - Westbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	57	2 - Female	5 - No Injury

Unit: 2 Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)

Most Damaged Area:

Pre-Crash Actions: 9 - Starting in traffic

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 1 - Not Distracted

Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 4 - Westbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

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

Unit: 3 Type: 25 - Other

Most Damaged Area:

Pre-Crash Actions: 9 - Starting in traffic

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By:

Driver Action 1:

Veh. Travel Dir.: 4 - Westbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash:

Driver Action 2:

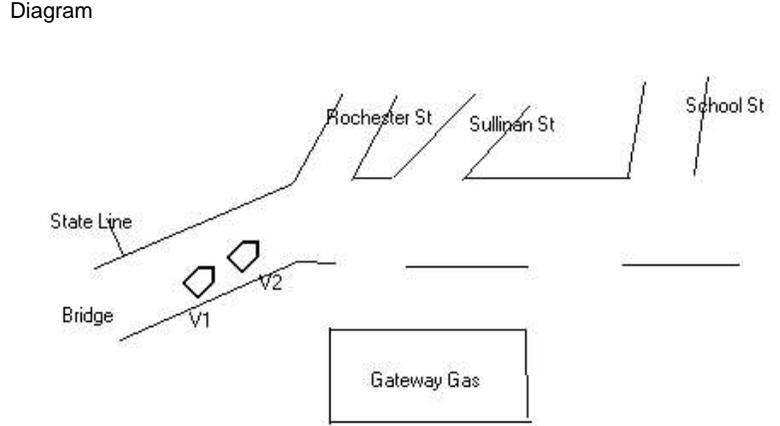
Person Type	Age	Sex	Injury Degree
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Maine Crash Report Summary

Crash Date: **11/21/2016** Time: **06:32** City: **Berwick** Street/Highway: **6 SAWMILL HILL**
 Start Node: **56715** Int of **ROCHESTER ST SAWMILL HL SULLIVAN ST** End Node: **0** Offset: **0**
 OE Start Node: **56714** End of **SULLIVAN ST** OE End Node: **56715** Int of **ROCHESTER ST SAWMILL HL SULLIVAN ST**

Type of Crash: **2 - Rear End / Sideswipe** Type of Location: **4 - Four Leg Intersection**
 Weather: **1 - Clear** Light: **1 - Daylight**
 Road Grade: **1 - Level** Surface Condition: **5 - Ice/Frost**
 Traffic Control: **1 - Traffic Signals (Stop & Go)**
 Cont. Circ. Env 1 **2 - Weather Conditions** Cont. Circ. Env 2
 Cont. Circ. Road 1 **2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)** Cont. Circ. Road 2

Narrative
V2 was stopped on the bridge at the light. V1 was unable to stop due to ice on the bridge and rear ended V2.



Unit: 1 Type: **4 - Cargo Van (10K lbs or Less)**
 Most Damaged Area: **12 - Front**
 Pre-Crash Actions: **10 - Slowing in traffic**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **1 - No Contributing Action**

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

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	64	1 - Male	5 - No Injury

Unit: 2 Type: **2 - (Sport) Utility Vehicle**
 Most Damaged Area: **6 - Rear**
 Pre-Crash Actions: **11 - Stopped in traffic**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **1 - No Contributing Action**

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

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

Maine Crash Report Summary

Crash Date: 5/3/2017

Time: 09:53

City: Berwick

Street/Highway: 6 SAWMILL HILL

Start Node: 56715

Int of ROCHESTER ST SAWMILL HL SULLIVAN ST

End Node: 0

Offset: 0

OE Start Node: 56715

Int of ROCHESTER ST SAWMILL HL SULLIVAN ST

OE End Node: 56715

Int of ROCHESTER ST SAWMILL HL SULLIVAN ST

Type of Crash: 2 - Rear End / Sideswipe

Type of Location: 4 - Four Leg Intersection

Weather: 2 - Cloudy

Light: 1 - Daylight

Road Grade: 1 - Level

Surface Condition: 1 - Dry

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

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2

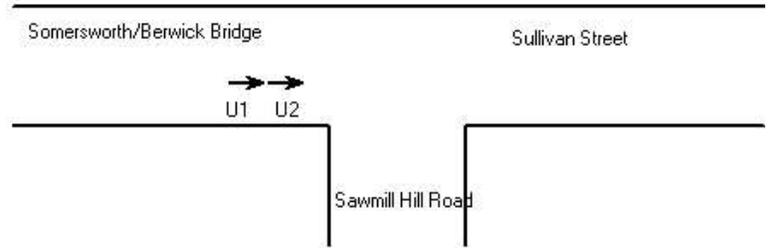
Narrative

Diagram

Crash Narrative

NOT TO SCALE

Unit 2 stopped at stop light on Somersworth/Berwick Bridge. Unit 1 struck rear of Unit 2.



Unit: 1 Type: 1 - Passenger Car

Most Damaged Area: 12 - Front

Pre-Crash Actions: 1 - Following roadway

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 6 - Unknown if Distracted

Driver Action 1: 14 - Followed Too Closely

Veh. Travel Dir.: 1 - Northbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	27	1 - Male	5 - No Injury

Unit: 2 Type: 1 - Passenger Car

Most Damaged Area: 6 - Rear

Pre-Crash Actions: 11 - Stopped in traffic

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 1 - Not Distracted

Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	26	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: **8/23/2017** Time: **16:49** City: **Berwick** Street/Highway: **6 SAWMILL HILL**
 Start Node: **56715** Int of **ROCHESTER ST SAWMILL HL SULLIVAN ST** End Node: **0** Offset: **0**
 OE Start Node: **56715** Int of **ROCHESTER ST SAWMILL HL SULLIVAN ST** OE End Node: **56714** End of **SULLIVAN ST**

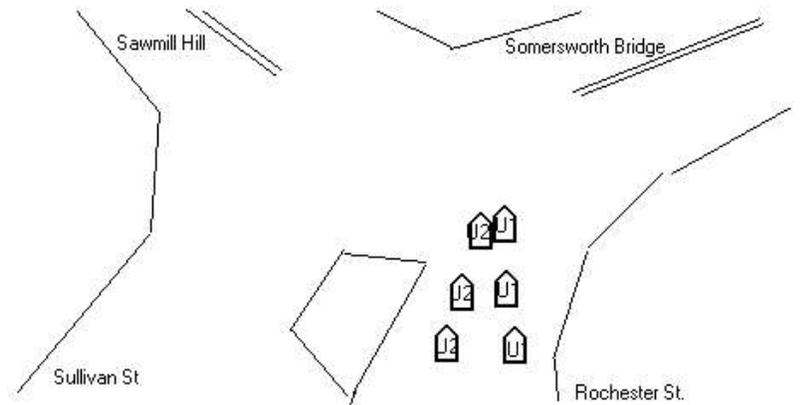
Type of Crash: **2 - Rear End / Sideswipe** Type of Location: **3 - Three Leg Intersection**
 Weather: **1 - Clear** Light: **1 - Daylight**
 Road Grade: **1 - Level** Surface Condition: **1 - Dry**
 Traffic Control: **1 - Traffic Signals (Stop & Go)**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env 2
 Cont. Circ. Road 1 **1 - None** Cont. Circ. Road 2

Narrative

Diagram

Crash Narrative

U1 and U2 were side by side at the stop light on Rochester St and Sawmill Hill intersection. When the light turned green, U1 and U2 proceeded forward into the intersection. Both vehicles intended on turning in opposite directions, however they both went wide and struck each other as they moved forward about to make each turn.



Unit: 1 Type: **1 - Passenger Car** Veh. Travel Dir.: **2 - Southbound**
 Most Damaged Area: **9 - Center Driver Side** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **11 - Stopped in traffic** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **19 - Other Contributing Action** Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	78	2 - Female	5 - No Injury
2 - Passenger	70	2 - Female	5 - No Injury

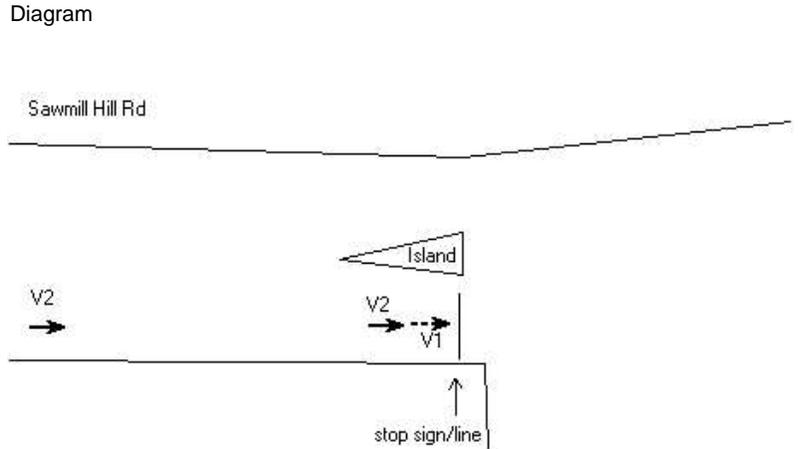
Unit: 2 Type: **2 - (Sport) Utility Vehicle** Veh. Travel Dir.: **2 - Southbound**
 Most Damaged Area: **1 - Front Passenger Corner** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **11 - Stopped in traffic** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **19 - Other Contributing Action** Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	37	2 - Female	5 - No Injury

Crash Date: 9/1/2015 Time: 17:59 City: Berwick Street/Highway: 2 SCHOOL ST
Start Node: 56716 Int of SAWMILL HL SCHOOL ST End Node: 0 Offset: 0
OE Start Node: OE End Node:

Type of Crash: 2 - Rear End / Sideswipe Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear Light: 1 - Daylight
Road Grade: 1 - Level Surface Condition: 1 - Dry
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 1 - None Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

Narrative
V1 was stopped at a stop sign on Sawmill Hill Rd. V2 approached the intersection and failed to stop behind V1 and struck the rear of V1. Operator of V2 stated he was talking to the passenger and did not see V1.



Unit: 1 Type: 1 - Passenger Car
Most Damaged Area: 6 - Rear
Pre-Crash Actions: 11 - Stopped in traffic
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 3:
Driver Distracted By: 1 - Not Distracted
Driver Action 1: 1 - No Contributing Action

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

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 6 - Driver/Owner, 55, 2 - Female, 4 - Possible Injury

Unit: 2 Type: 5 - Pickup
Most Damaged Area:
Pre-Crash Actions: 10 - Slowing in traffic
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 3:
Driver Distracted By: 4 - Other Inside the Vehicle (eating, personal hygiene, etc.)
Driver Action 1: 14 - Followed Too Closely

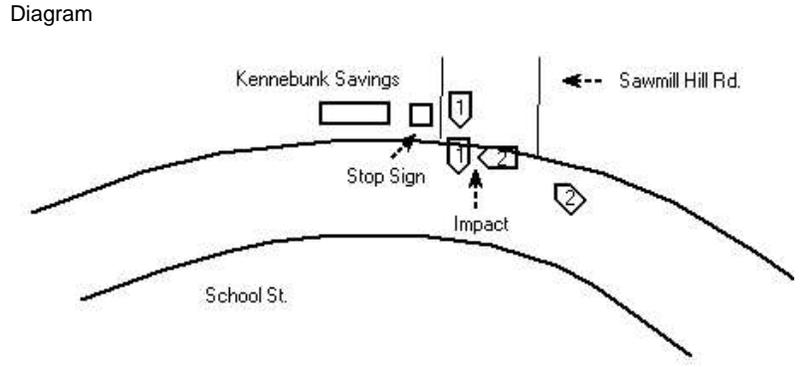
Veh. Travel Dir.: 1 - Northbound
Most Harmful Event: 13 - Motor Vehicle in Transport
Contrib Circ. - Vehicle: 1 - None
Seq. Events 2:
Seq. Events 4:
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 2:

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 1 - Driver, 17, 1 - Male, 5 - No Injury. Row 2: 2 - Passenger, 19, 1 - Male, 5 - No Injury

Crash Date: 2/16/2016 Time: 12:52 City: Berwick Street/Highway: 2 SCHOOL ST
Start Node: 56716 Int of SAWMILL HL SCHOOL ST End Node: 0 Offset: 0
OE Start Node: 56716 Int of SAWMILL HL SCHOOL ST OE End Node: 56715 Int of ROCHESTER ST SAWMILL HL SULLIVAN ST

Type of Crash: 4 - Intersection Movement Type of Location: 3 - Three Leg Intersection
Weather: 2 - Cloudy Light: 1 - Daylight
Road Grade: 1 - Level Surface Condition: 2 - Wet
Traffic Control: 5 - Stop Signs - Other
Cont. Circ. Env 1 2 - Weather Conditions Cont. Circ. Env 2
Cont. Circ. Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.) Cont. Circ. Road 2

Narrative
U2/OP2 traveling on School St. heading outbound in the area of Gateway Gas.
U1/OP1 traveling inbound on Sawmill Hill Rd.
OP1 failed to stop at stop sign on Sawmill Hill Rd. while entering School St. and making a left turn. OP2 struck OP1 on the driver side of U1.
No Damage to U1. Minor damage to U2 consisting of front bumper cover.
OP1 stated she began to skid when attempting to stop at the stop sign. Road conditions were wet however no snow or ice present. Temperature at approximately 50 degrees. OP2 stated OP1 never stopped.



Unit: 1 Type: 1 - Passenger Car
Most Damaged Area:
Pre-Crash Actions: 6 - Making left turn
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 3:
Driver Distracted By: 6 - Unknown if Distracted
Driver Action 1: 5 - Ran Stop Sign

Veh. Travel Dir.: 2 - Southbound
Most Harmful Event: 13 - Motor Vehicle in Transport
Contrib Circ. - Vehicle: 1 - None
Seq. Events 2: 50 - No Other Events
Seq. Events 4:
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 2:

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 1 - Driver, 49, 2 - Female, 5 - No Injury

Unit: 2 Type: 1 - Passenger Car
Most Damaged Area: 12 - Front
Pre-Crash Actions: 1 - Following roadway
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 3:
Driver Distracted By: 1 - Not Distracted
Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound
Most Harmful Event: 13 - Motor Vehicle in Transport
Contrib Circ. - Vehicle: 1 - None
Seq. Events 2: 50 - No Other Events
Seq. Events 4:
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 2:

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 6 - Driver/Owner, 62, 1 - Male, 5 - No Injury

Crash Date: **4/6/2016** Time: **14:56** City: **Berwick** Street/Highway: **2 SCHOOL ST**
 Start Node: **56716** Int of **SAWMILL HL SCHOOL ST** End Node: **0** Offset: **0**
 OE Start Node: **56716** Int of **SAWMILL HL SCHOOL ST** OE End Node: **56716** Int of **SAWMILL HL SCHOOL ST**

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

Type of Location: **3 - Three Leg Intersection**

Weather: **1 - Clear**

Light: **1 - Daylight**

Road Grade: **1 - Level**

Surface Condition: **1 - Dry**

Traffic Control: **5 - Stop Signs - Other**

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

Cont. Circ. Env 2

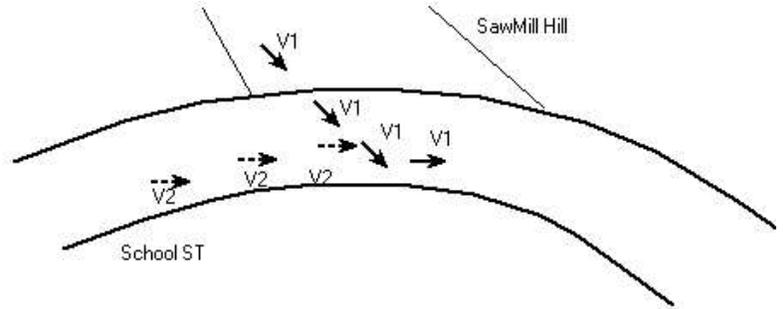
Cont. Circ. Road 1 **1 - None**

Cont. Circ. Road 2

Narrative

V1 came to a complete stop at SawMill Hill and School. V1 failed to see V2 following School ST roadway(south). V1 failed to yield and turned left onto School ST as V2 struck the rear passenger side of V1.

Diagram



Unit: 1 Type: **1 - Passenger Car**
 Most Damaged Area: **5 - Rear Passenger Corner**
 Pre-Crash Actions: **6 - Making left turn**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **3 - Failed to Yield Right-of-Way**

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

Person Type	Age	Sex	Injury Degree
1 - Driver	58	2 - Female	5 - No Injury

Unit: 2 Type: **1 - Passenger Car**
 Most Damaged Area: **11 - Front Driver Corner**
 Pre-Crash Actions: **1 - Following roadway**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **1 - No Contributing Action**

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

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

Crash Date: **8/18/2016**

Time: **16:45**

City: **Berwick**

Street/Highway: **2 SCHOOL ST**

Start Node: **56716**

Int of **SAWMILL HL SCHOOL ST**

End Node: **0**

Offset: **0**

OE Start Node:

OE End Node:

Type of Crash: **5 - Pedestrians**

Type of Location: **3 - Three Leg Intersection**

Weather: **1 - Clear**

Light: **1 - Daylight**

Road Grade: **1 - Level**

Surface Condition: **1 - Dry**

Traffic Control: **13 - None**

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

Cont. Circ. Env 2

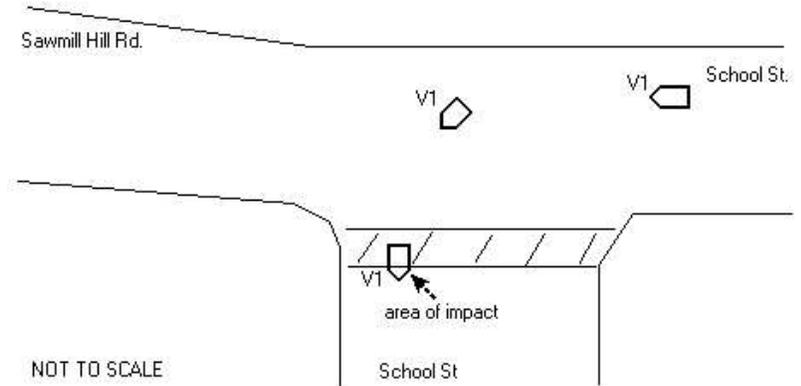
Cont. Circ. Road 1 **1 - None**

Cont. Circ. Road 2

Narrative

V1 was driving east on School Street. V1 struck a pedestrian that was crossing School Street on a marked cross walk.

Diagram



Unit: 1 Type: **5 - Pickup**

Most Damaged Area:

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

Pre-Crash Actions: **1 - Following roadway**

Most Harmful Event: **9 - Pedestrian**

Seq. Events 1: **17 - Pedestrian**

Contrib Circ. - Vehicle: **12 - Mirrors**

Seq. Events 3:

Seq. Events 2:

Seq. Events 4:

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

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

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

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	42	1 - Male	5 - No Injury

Unit: 2 Type: **22 - Pedestrian**

Most Damaged Area:

Veh. Travel Dir.:

Pre-Crash Actions:

Most Harmful Event:

Seq. Events 1:

Contrib Circ. - Vehicle:

Seq. Events 3:

Seq. Events 2:

Seq. Events 4:

Driver Distracted By:

Cond. at Time Crash:

Driver Action 1:

Driver Action 2:

Person Type	Age	Sex	Injury Degree
3 - Pedestrian	79	2 - Female	4 - Possible Injury

Maine Crash Report Summary

Crash Date: **8/29/2017** Time: **12:05** City: **Berwick** Street/Highway: **6 SAWMILL HILL**
 Start Node: **56716** Int of **SAWMILL HL SCHOOL ST** End Node: **0** Offset: **0**
 OE Start Node: **56716** Int of **SAWMILL HL SCHOOL ST** OE End Node: **56716** Int of **SAWMILL HL SCHOOL ST**

Type of Crash: **2 - Rear End / Sideswipe** Type of Location: **3 - Three Leg Intersection**
 Weather: **1 - Clear** Light: **1 - Daylight**
 Road Grade: **1 - Level** Surface Condition: **1 - Dry**
 Traffic Control: **13 - None**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env 2
 Cont. Circ. Road 1 **1 - None** Cont. Circ. Road 2

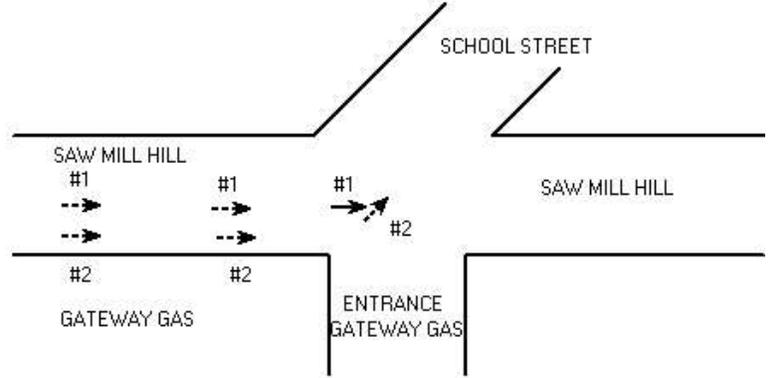
Narrative

Diagram

Crash Narrative

Unit 1 was traveling east on Saw Mill Hill in front of Gateway Gas. Unit 2 overtook Unit 1 on Unit 1's right side. Unit 2 turned left onto School Street in front of Unit 1 who was also turning left onto School Street. Unit 1 and Unit 2 collided. Unit 2 attempted to flee the scene and Unit 1 gave chase with Driver 1 calling 9-1-1. Unit 2's location was lost on Route 236.

Driver 2 later came to the Berwick Police Department to report the accident, citing she was scared, therefore did not stop. Driver 2 holds an active New Hampshire license however, her right to operate in the State of Maine has been suspended for failing to file financial...



Unit: 1 Type: **2 - (Sport) Utility Vehicle**
 Most Damaged Area: **1 - Front Passenger Corner**
 Pre-Crash Actions: **1 - Following roadway**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **1 - No Contributing Action**

Veh. Travel Dir.: **3 - Eastbound**
 Most Harmful Event: **13 - Motor Vehicle in Transport**
 Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 2:
 Seq. Events 4:
 Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	35	2 - Female	5 - No Injury
2 - Passenger	9	1 - Male	5 - No Injury
2 - Passenger	7	1 - Male	5 - No Injury
2 - Passenger	3	1 - Male	5 - No Injury

Unit: 2 Type: **1 - Passenger Car**
 Most Damaged Area: **9 - Center Driver Side**
 Pre-Crash Actions: **18 - Overtaking Passing**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **12 - Improper Passing**

Veh. Travel Dir.: **3 - Eastbound**
 Most Harmful Event: **13 - Motor Vehicle in Transport**
 Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 2:
 Seq. Events 4:
 Cond. at Time Crash: **3 - Emotional(Depressed, Angry, Disturbed, etc.)**
 Driver Action 2: **10 - Improper Turn**

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	29	2 - Female	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
17132-105-AC

Narrative / Diagram Supplemental

Crash Narrative

Unit 1 was traveling east on Saw Mill Hill in front of Gateway Gas. Unit 2 overtook Unit 1 on Unit 1's right side. Unit 2 turned left onto School Street in front of Unit 1 who was also turning left onto School Street. Unit 1 and Unit 2 collided. Unit 2 attempted to flee the scene and Unit 1 gave chase with Driver 1 calling 9-1-1. Unit 2's location was lost on Route 236.

Driver 2 later came to the Berwick Police Department to report the accident, citing she was scared, therefore did not stop. Driver 2 holds an active New Hampshire license however, her right to operate in the State of Maine has been suspended for failing to file financial responsibility.

Maine Crash Report Summary

Crash Date: **9/23/2017** Time: **12:15** City: **Berwick** Street/Highway: **18 SCHOOL ST**
 Start Node: **56717** Int of **LYMAN ST SCHOOL ST** End Node: **0** Offset: **0**
 OE Start Node: **56717** Int of **LYMAN ST SCHOOL ST** OE End Node: **56717** Int of **LYMAN ST SCHOOL ST**

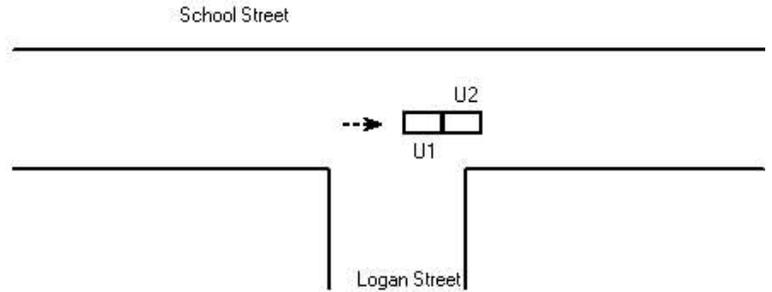
Type of Crash: **2 - Rear End / Sideswipe** Type of Location: **3 - Three Leg Intersection**
 Weather: **1 - Clear** Light: **1 - Daylight**
 Road Grade: **2 - On Grade** Surface Condition: **1 - Dry**
 Traffic Control: **13 - None**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env 2
 Cont. Circ. Road 1 **1 - None** Cont. Circ. Road 2

Narrative

Diagram

Crash Narrative

U2 AND U1 WERE TRAVELING ON SCHOOL STREET AT THE LOGAN STREET INTERSECTION. U2 SLOWED FOR STOPPED TRAFFIC AND U1 COULD NOT STOP IN TIME, COLLIDING WITH U2.



Unit: 1 Type: **1 - Passenger Car** Veh. Travel Dir.: **3 - Eastbound**
 Most Damaged Area: **12 - Front** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **10 - Slowing in traffic** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **14 - Followed Too Closely** Driver Action 2:

Person Type	Age	Sex	Injury Degree
8 - Passenger/Owner	19	1 - Male	5 - No Injury
1 - Driver	17	2 - Female	5 - No Injury
2 - Passenger	27	1 - Male	5 - No Injury

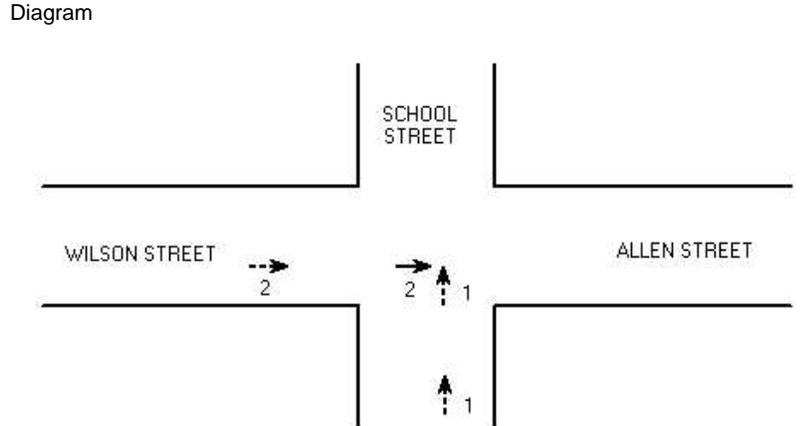
Unit: 2 Type: **1 - Passenger Car** Veh. Travel Dir.: **3 - Eastbound**
 Most Damaged Area: **6 - Rear** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **10 - Slowing in traffic** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **1 - No Contributing Action** Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	27	2 - Female	5 - No Injury
2 - Passenger	27	2 - Female	5 - No Injury

Crash Date: 2/21/2015 Time: 11:50 City: Berwick Street/Highway: ALLEN ST
Start Node: 56718 Int of ALLEN ST SCHOOL ST WILSON ST End Node: 0 Offset: 0
OE Start Node: 56718 Int of ALLEN ST SCHOOL ST WILSON ST OE End Node: 56718 Int of ALLEN ST SCHOOL ST WILSON ST

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

Narrative
Unit 1 ran red light, striking Unit 2.



Unit: 1 Type: 1 - Passenger Car
Most Damaged Area: 11 - Front Driver Corner
Pre-Crash Actions: 1 - Following roadway
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 3:
Driver Distracted By: 1 - Not Distracted
Driver Action 1: 4 - Ran Red Light

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

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 6 - Driver/Owner, 57, 2 - Female, 4 - Possible Injury

Unit: 2 Type: 5 - Pickup
Most Damaged Area: 1 - Front Passenger Corner
Pre-Crash Actions: 1 - Following roadway
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 3:
Driver Distracted By: 1 - Not Distracted
Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 3 - Eastbound
Most Harmful Event: 13 - Motor Vehicle in Transport
Contrib Circ. - Vehicle: 1 - None
Seq. Events 2:
Seq. Events 4:
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 2:

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 6 - Driver/Owner, 48, 1 - Male, 5 - No Injury

Crash Date: 6/5/2015

Time: 21:21

City: Berwick

Street/Highway: 42 SCHOOL ST

Start Node: 56718

Int of ALLEN ST SCHOOL ST WILSON ST End Node: 0

Offset: 0

OE Start Node: 56718

Int of ALLEN ST SCHOOL ST WILSON ST

OE End Node: 56718

Int of ALLEN ST SCHOOL ST WILSON ST

Type of Crash: 4 - Intersection Movement

Type of Location: 4 - Four Leg Intersection

Weather: 1 - Clear

Light: 4 - Dark - Lighted

Road Grade: 1 - Level

Surface Condition: 1 - Dry

Traffic Control: 2 - Traffic Signals (Flashing)

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

Cont. Circ. Road 1 1 - None

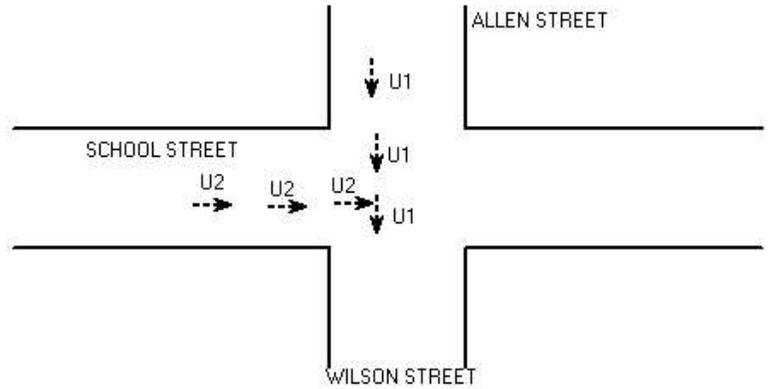
Cont. Circ. Road 2

Narrative

U1 TRAVELING NORTH ON ALLEN STREET. U2 TRAVELING WEST ON SCHOOL STREET. U1 SLOWED AT FLASHING RED TRAFFIC LIGHT TO CROSS SCHOOL ST ONTO WILSON ST. OPERATOR 1 STATED SHE DID NOT SEE THE ONCOMING VEHICLE AS SHE WAS SPEAKING WITH HER CHILD IN THE BACK SEAT. U1 ENTERED THE INTERSECTION INTO THE ONCOMING PATH OF U2.

U2 COULD NOT STOP IN TIME AND CRASHED INTO THE PASSENGER SIDE DOOR OF U1. OPERATOR 2 STATED U1 DID NOT STOP AT THE TRAFFIC LIGHT.

Diagram



Unit: 1 Type: 3 - Passenger Van

Most Damaged Area: 3 - Center Passenger Side

Pre-Crash Actions: 10 - Slowing in traffic

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 4 - Other Inside the Vehicle (eating, personal hygiene, etc.)

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

Veh. Travel Dir.: 1 - Northbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	36	2 - Female	5 - No Injury
2 - Passenger	3	1 - Male	5 - No Injury
2 - Passenger	3	1 - Male	5 - No Injury

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

Most Damaged Area: 10 - Front Driver Quarter Panel

Pre-Crash Actions: 1 - Following roadway

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 1 - Not Distracted

Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 4 - Westbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

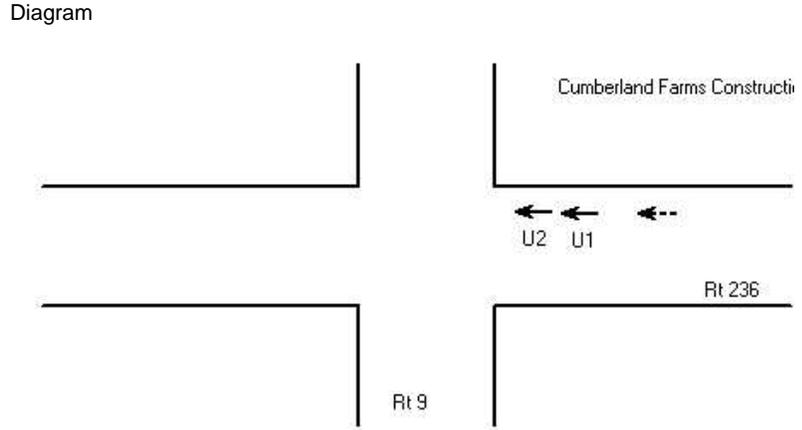
Person Type	Age	Sex	Injury Degree
1 - Driver	19	2 - Female	5 - No Injury
2 - Passenger	17	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: **6/9/2015** Time: **17:58** City: **Berwick** Street/Highway: **9 (42 SCHOOL ST)**
 Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** End Node: **0** Offset: **0**
 OE Start Node: **56720** Int of **OLD PINE HILL RD NORTH OLD PINE HILL RD S SCHOOL ST** OE End Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST**

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

Narrative
Unit 2 was stopped at the traffic light at the intersection of Route 9 and Route 236. Unit 1 struck Unit 2 in the rear, causing damage to the rear bumper.
Unit 1 fled the scene.
Witness followed unit 1 to a driveway on Sidney Drive. OP of Unit 1 ran from police. K9 search conducted with negative results. OP of Unit 1 turned himself into police a couple hours later.
OP charged with OAS and Leaving the Scene of a Property Damage Accident. He was also arrested on two outstanding warrants. Unit 1 uninsured.



Unit: 1 Type: **1 - Passenger Car** Veh. Travel Dir.: **1 - Northbound**
 Most Damaged Area: **1 - Front Passenger Corner** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **9 - Starting in traffic** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **14 - Followed Too Closely** Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	39	1 - Male	5 - No Injury

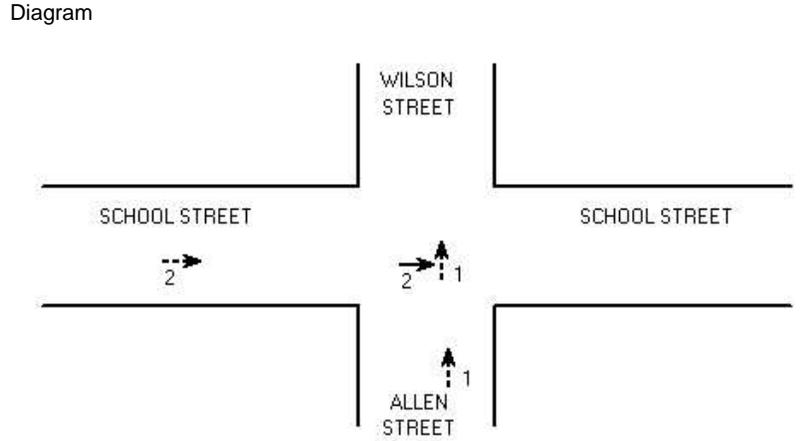
Unit: 2 Type: **1 - Passenger Car** Veh. Travel Dir.: **1 - Northbound**
 Most Damaged Area: **6 - Rear** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **11 - Stopped in traffic** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **1 - No Contributing Action** Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	77	1 - Male	5 - No Injury

Crash Date: **8/19/2015** Time: **13:26** City: **Berwick** Street/Highway: **7 WILSON ST**
 Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** End Node: **0** Offset: **0**
 OE Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** OE End Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST**

Type of Crash: **4 - Intersection Movement** Type of Location: **4 - Four Leg Intersection**
 Weather: **1 - Clear** Light: **1 - Daylight**
 Road Grade: **2 - On Grade** Surface Condition: **1 - Dry**
 Traffic Control: **1 - Traffic Signals (Stop & Go)**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env 2
 Cont. Circ. Road 1 **1 - None** Cont. Circ. Road 2

Narrative
 Unit 1 was traveling on Wilson Street from Allen Street when Unit 2 ran a red light and struck Unit 1.
 Driver 2 stated he did not see the light.



Unit: 1 Type: **5 - Pickup** Veh. Travel Dir.: **4 - Westbound**
 Most Damaged Area: **9 - Center Driver Side** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **1 - Following roadway** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **1 - No Contributing Action** Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	30	1 - Male	4 - Possible Injury

Unit: 2 Type: **3 - Passenger Van** Veh. Travel Dir.: **1 - Northbound**
 Most Damaged Area: **12 - Front** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **1 - Following roadway** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **4 - Ran Red Light** Driver Action 2:

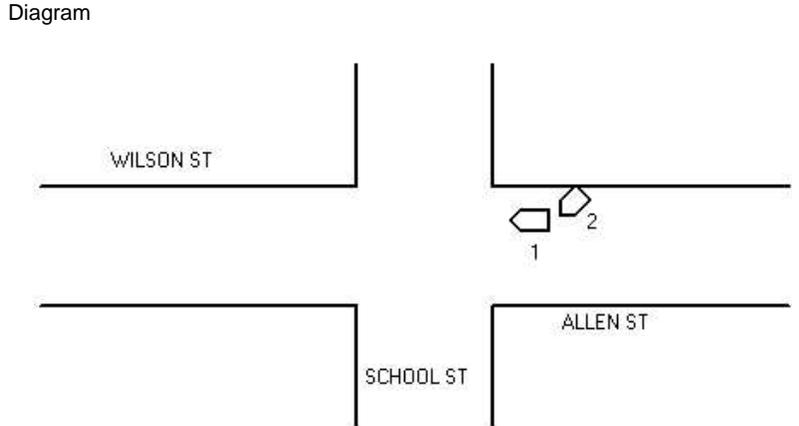
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	63	1 - Male	5 - No Injury
2 - Passenger	52	2 - Female	5 - No Injury
2 - Passenger	3	2 - Female	5 - No Injury
2 - Passenger	21	1 - Male	5 - No Injury
2 - Passenger	4	1 - Male	5 - No Injury
2 - Passenger	8	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: **10/1/2015** Time: **14:00** City: **Berwick** Street/Highway: **1 ALLEN ST**
 Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** End Node: **0** Offset: **0**
 OE Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** OE End Node: **56504** Int of **ALLEN ST, GEORGE ST**

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

Narrative
 Unit #1 stopped at red light on Allen Street at School Street intersection. A tractor trailer was turning left from School Street onto Allen Street. Unit #1 felt that the tractor trailer would not make the turn so he looked in his driver's side rear mirror and saw nobody behind him. Unit #2 had pulled out of Cumberland Farms and was behind Unit #1. Unit #1 then backed into Unit #2.



This was reported the following day

Unit: 1 Type: **5 - Pickup** Veh. Travel Dir.: **4 - Westbound**
 Most Damaged Area: **5 - Rear Passenger Corner** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **30 - Other Vehicle Action** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **11 - Improper Backing** Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	72	1 - Male	5 - No Injury

Unit: 2 Type: **1 - Passenger Car** Veh. Travel Dir.: **4 - Westbound**
 Most Damaged Area: **1 - Front Passenger Corner** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **11 - Stopped in traffic** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **1 - No Contributing Action** Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	33	2 - Female	5 - No Injury

Crash Date: 10/19/2015 Time: 19:30 City: Berwick Street/Highway: 42 SCHOOL ST
Start Node: 56718 Int of ALLEN ST SCHOOL ST WILSON ST End Node: 0 Offset: 0
OE Start Node: OE End Node:

Type of Crash: 4 - Intersection Movement

Type of Location: 4 - Four Leg Intersection

Weather: 1 - Clear

Light: 4 - Dark - Lighted

Road Grade: 1 - Level

Surface Condition: 1 - Dry

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

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

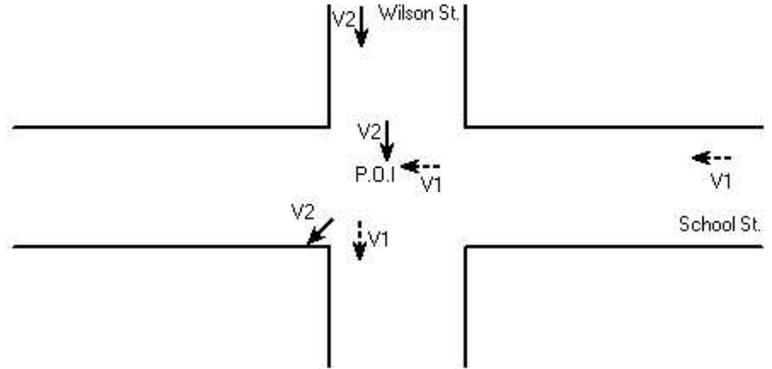
Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2

Narrative

V1 was driving south on School Street towards the intersection of School St. and Wilson St. V2 was driving east on Wilson St. towards the intersection of School St. Both V1 and V2 entered the intersection at the same time and collided. V1 struck the front driver's corner of V2 and V2 struck a light pole next to the intersection after the point of initial impact. Both operators stated they had a green light on their approach. One witness stated V1 had a green light on their approach and another witness stated V2 had a green light on their approach. The witness that stated V2 had a green light left the scene before she could be identified.

Diagram



Unit: 1 Type: 3 - Passenger Van

Most Damaged Area: 12 - Front

Pre-Crash Actions: 1 - Following roadway

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 6 - Unknown if Distracted

Driver Action 1: 20 - Unknown

Veh. Travel Dir.: 2 - Southbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Rows include Driver/Owner (73, Male, Possible Injury) and Passenger (68, Female, Possible Injury).

Unit: 2 Type: 5 - Pickup

Most Damaged Area: 1 - Front Passenger Corner

Pre-Crash Actions: 1 - Following roadway

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 1 - Not Distracted

Driver Action 1: 20 - Unknown

Veh. Travel Dir.: 3 - Eastbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: 1 - Apparently Normal

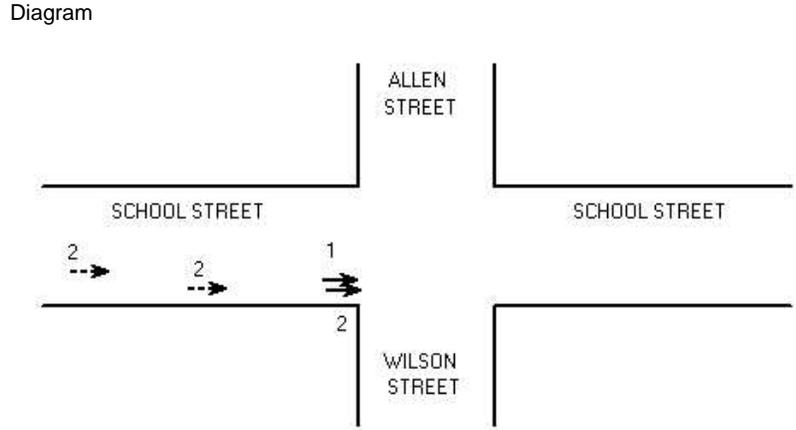
Driver Action 2:

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Rows include Driver (17, Male, No Injury) and Passenger (8, Male, No Injury).

Crash Date: 12/16/2015 Time: 15:53 City: Berwick Street/Highway: 42 SCHOOL ST
Start Node: 56718 Int of ALLEN ST SCHOOL ST WILSON ST End Node: 0 Offset: 0
OE Start Node: 56718 Int of ALLEN ST SCHOOL ST WILSON ST OE End Node: 56718 Int of ALLEN ST SCHOOL ST WILSON ST

Type of Crash: 2 - Rear End / Sideswipe Type of Location: 4 - Four Leg Intersection
Weather: 2 - Cloudy Light: 1 - Daylight
Road Grade: 3 - Top of Hill Surface Condition: 1 - Dry
Traffic Control: 1 - Traffic Signals (Stop & Go)
Cont. Circ. Env 1 1 - None Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

Narrative
Unit 1, traveling west on School Street, stopped at the red light at the intersection of Wilson Street. Unit 2, also traveling west on School Street, traveled to the right of the fog line alongside Unit 1, intending to turn right onto Wilson Street. Unit 1, was also intending to turn onto Wilson Street and as Unit 1 began to turn onto Wilson Street, Units 1 and 2 collided.
Driver 1 stated Unit 1's right turn directional was on. Driver 2 stated Unit 1's right turn signal was not on.
Driver 2 stated Unit 2's right turn signal was on.
Pavement between the fog line and granite curbing allows enough room for vehicles to turn right onto Wilson Street when westbound traffic on School Street is stopped. There is no traffic control device or painted crosshatch preventing such vehicle action....



Unit: 1 Type: 1 - Passenger Car
Most Damaged Area: 2 - Front Passenger Quarter Panel
Pre-Crash Actions: 3 - Right turn on red
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 3:
Driver Distracted By: 1 - Not Distracted
Driver Action 1: 20 - Unknown

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

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 6 - Driver/Owner, 74, 2 - Female, 5 - No Injury. Row 2: 2 - Passenger, 73, 1 - Male, 5 - No Injury.

Unit: 2 Type: 2 - (Sport) Utility Vehicle
Most Damaged Area: 11 - Front Driver Corner
Pre-Crash Actions: 5 - Making right turn
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 3:
Driver Distracted By: 1 - Not Distracted
Driver Action 1: 20 - Unknown

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

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 6 - Driver/Owner, 68, 1 - Male, 5 - No Injury. Row 2: 2 - Passenger, 64, 2 - Female, 5 - No Injury. Row 3: 2 - Passenger, 43, 2 - Female, 5 - No Injury.

STATE OF MAINE CRASH REPORT

Report Number
15132-141-AC

Narrative / Diagram Supplemental

Unit 1, traveling west on School Street, stopped at the red light at the intersection of Wilson Street. Unit 2, also traveling west on School Street, traveled to the right of the fog line alongside Unit 1, intending to turn right onto Wilson Street. Unit 1, was also intending to turn onto Wilson Street and as Unit 1 began to turn onto Wilson Street, Units 1 and 2 collided.

Driver 1 stated Unit 1's right turn directional was on. Driver 2 stated Unit 1's right turn signal was not on.

Driver 2 stated Unit 2's right turn signal was on.

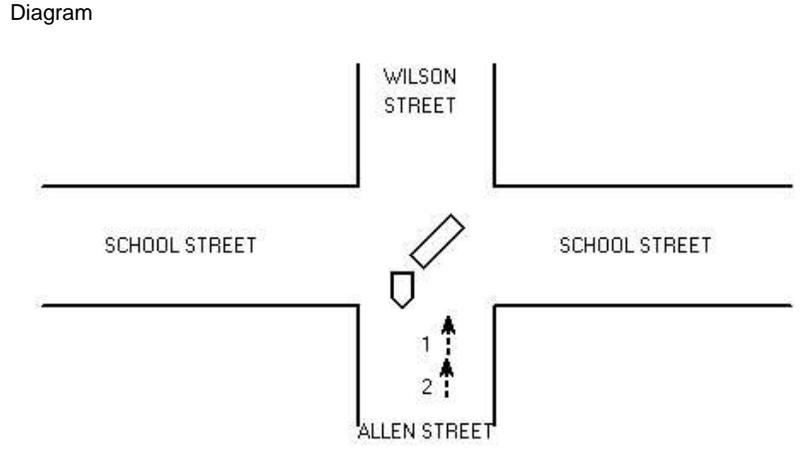
Pavement between the fog line and granite curbing allows enough room for vehicles to turn right onto Wilson Street when westbound traffic on School Street is stopped. There is no traffic control device or painted crosshatch preventing such vehicle action.

I am unable to determine whether or not Unit 1 or Unit 2 had a turn signal on prior to the accident.

Crash Date: 1/21/2016 Time: 08:11 City: Berwick Street/Highway: 1 ALLEN ST
Start Node: 56718 Int of ALLEN ST SCHOOL ST WILSON ST End Node: 0 Offset: 0
OE Start Node: 56718 Int of ALLEN ST SCHOOL ST WILSON ST OE End Node: 56504 Int of ALLEN ST, GEORGE ST

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

Narrative
Unit 1 and Unit 2 were stopped at the intersection of School Street for a red light while traveling westbound on Allen Street.
A tractor trailer truck was turning left onto Allen Street from School Street. Unit 1 backed up to give the tractor trailer truck more room to turn and backed into the front of Unit 2.
The sun was shining brightly but low from east to west.



Unit: 1 Type: 1 - Passenger Car
Most Damaged Area: 5 - Rear Passenger Corner
Pre-Crash Actions: 20 - Backing
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 3:
Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)
Driver Action 1: 11 - Improper Backing

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

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 1 - Driver, 48, 2 - Female, 5 - No Injury

Unit: 2 Type: 1 - Passenger Car
Most Damaged Area: 12 - Front
Pre-Crash Actions: 11 - Stopped in traffic
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 3:
Driver Distracted By: 1 - Not Distracted
Driver Action 1: 1 - No Contributing Action

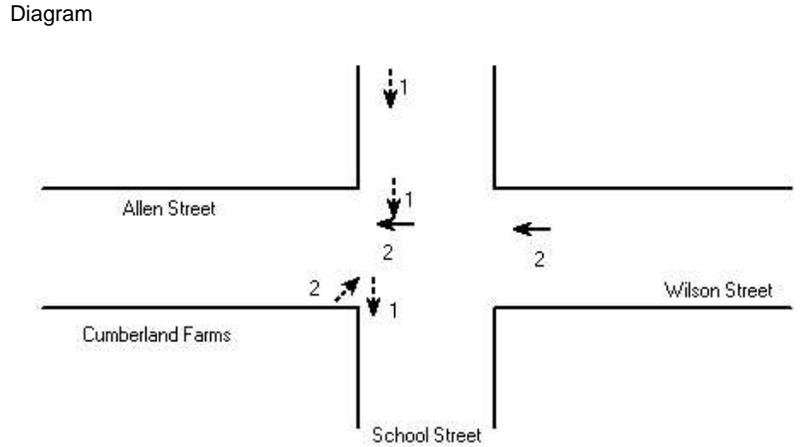
Veh. Travel Dir.: 4 - Westbound
Most Harmful Event: 13 - Motor Vehicle in Transport
Contrib Circ. - Vehicle: 1 - None
Seq. Events 2:
Seq. Events 4:
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 2:

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 1 - Driver, 25, 2 - Female, 5 - No Injury. Row 2: 2 - Passenger, 3, 1 - Male, 5 - No Injury. Row 3: 2 - Passenger, 1, 2 - Female, 5 - No Injury

Crash Date: 2/10/2016 Time: 11:51 City: Berwick Street/Highway: 9 (7 WILSON ST)
Start Node: 56718 Int of ALLEN ST SCHOOL ST WILSON ST End Node: 0 Offset: 0
OE Start Node: OE End Node:

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

Narrative
Unit #1 was operating north on School Street and went through the intersection striking Unit #2. Unit #2 had been stationary at a red light on Wilson Street. Unit #2 started across School Street toward Allen Street and was struck on the passenger side. Witness who was behind Unit #2 confirmed she had green light. Unit #1 operator stated his light was green. Unit #2 operator stated she was stopped and proceeded when light turned green. No other witnesses.



Unit: 1 Type: 5 - Pickup
Most Damaged Area: 12 - Front
Pre-Crash Actions: 30 - Other Vehicle Action
Seq. Events 1: 50 - No Other Events
Seq. Events 3:
Driver Distracted By: 1 - Not Distracted
Driver Action 1: 4 - Ran Red Light

Veh. Travel Dir.: 1 - Northbound
Most Harmful Event: 39 - Unknown
Contrib Circ. - Vehicle: 15 - Other
Seq. Events 2:
Seq. Events 4:
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 2:

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 6 - Driver/Owner, 67, 1 - Male, 5 - No Injury

Unit: 2 Type: 1 - Passenger Car
Most Damaged Area: 3 - Center Passenger Side
Pre-Crash Actions: 9 - Starting in traffic
Seq. Events 1: 50 - No Other Events
Seq. Events 3:
Driver Distracted By: 1 - Not Distracted
Driver Action 1: 1 - No Contributing Action

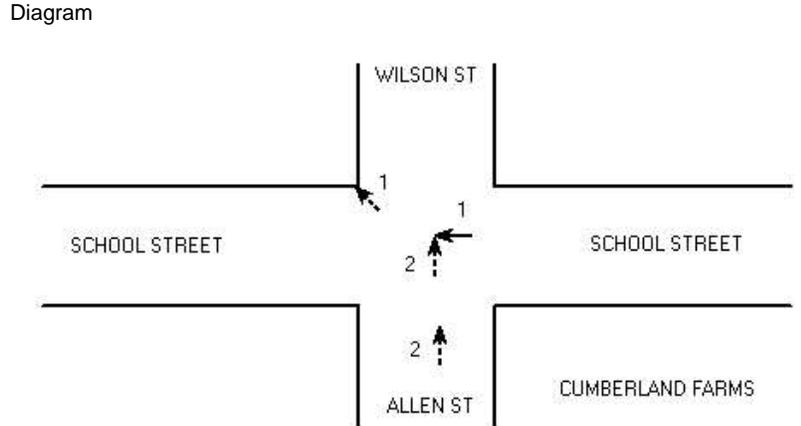
Veh. Travel Dir.: 3 - Eastbound
Most Harmful Event: 39 - Unknown
Contrib Circ. - Vehicle: 1 - None
Seq. Events 2:
Seq. Events 4:
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 2:

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 6 - Driver/Owner, 70, 2 - Female, 4 - Possible Injury

Crash Date: **5/30/2016** Time: **12:58** City: **Berwick** Street/Highway: **42 SCHOOL ST**
 Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** End Node: **0** Offset: **0**
 OE Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** OE End Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST**

Type of Crash: **4 - Intersection Movement** Type of Location: **4 - Four Leg Intersection**
 Weather: **2 - Cloudy** Light: **1 - Daylight**
 Road Grade: **2 - On Grade** Surface Condition: **1 - Dry**
 Traffic Control: **2 - Traffic Signals (Flashing)**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env 2
 Cont. Circ. Road 1 **1 - None** Cont. Circ. Road 2

Narrative
 Unit 1 was traveling southbound on School Street approaching the intersection of Allen Street with a yellow blinking traffic signal. Unit 2 was traveling westbound on Allen Street crossing School Street towards Wilson Street, while failing to stop at the blinking red light. Unit 2 collided with Unit 1, sending Unit 1 into the traffic signal pole.



Unit: 1 Type: **1 - Passenger Car** Veh. Travel Dir.: **2 - Southbound**
 Most Damaged Area: **12 - Front** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **1 - Following roadway** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2: **42 - Traffic Signal Support**
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **1 - No Contributing Action** Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	76	2 - Female	3 - Non-Incapacitating

Unit: 2 Type: **2 - (Sport) Utility Vehicle** Veh. Travel Dir.: **4 - Westbound**
 Most Damaged Area: **12 - Front** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **1 - Following roadway** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **4 - Ran Red Light** Driver Action 2:

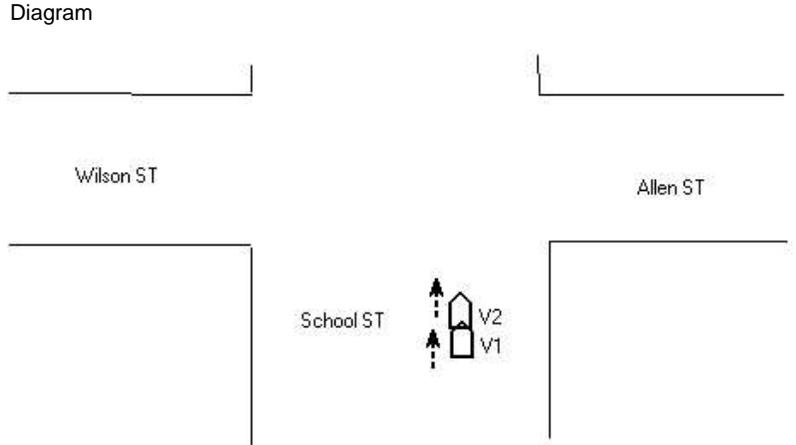
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	75	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: **6/10/2016** Time: **17:02** City: **Berwick** Street/Highway: **42 SCHOOL ST**
 Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** End Node: **0** Offset: **0**
 OE Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** OE End Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST**

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

Narrative
V1 stopped behind V2 at traffic light facing north on School ST at the intersection of School ST, Wilson ST and Allen ST. The traffic light turned green, V1 accelerated faster than V2. V1 hit the rear of V2.



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

Most Damaged Area: **12 - Front**
 Pre-Crash Actions: **11 - Stopped in traffic**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **1 - No Contributing Action**

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

Person Type	Age	Sex	Injury Degree
1 - Driver	21	1 - Male	5 - No Injury

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

Most Damaged Area: **6 - Rear**
 Pre-Crash Actions: **11 - Stopped in traffic**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **1 - No Contributing Action**

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

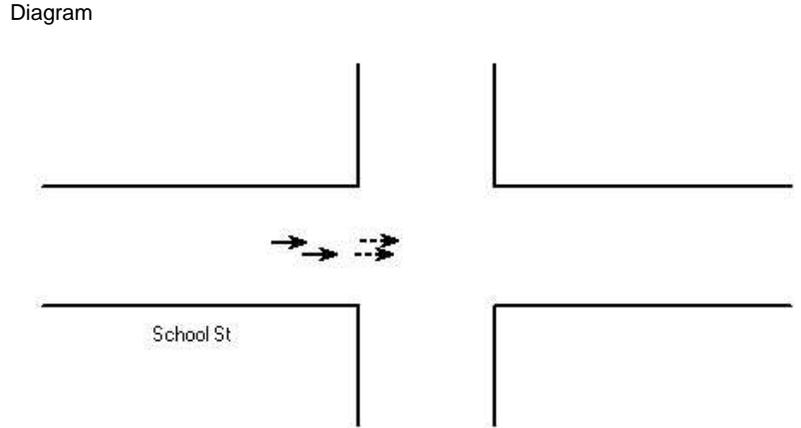
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	66	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: **9/21/2016** Time: **18:06** City: **Berwick** Street/Highway: **42 SCHOOL ST**
 Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** End Node: **0** Offset: **0**
 OE Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** OE End Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST**

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

Narrative
Unit #1 making left turn from School Street onto Allen Street. Unit #2 passed Unit #1 by driving into the opposite lane of travel and continued straight on School Street. Unit #1 was turning onto Allen Street from School Street and collided with Unit #2. Unit #2 had an unknown passenger in the vehicle that fled prior to PD arrival.



Unit: 1 Type: **1 - Passenger Car** Veh. Travel Dir.: **2 - Southbound**
 Most Damaged Area: **9 - Center Driver Side** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **6 - Making left turn** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **1 - No Contributing Action** Driver Action 2:

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

Unit: 2 Type: **1 - Passenger Car** Veh. Travel Dir.: **2 - Southbound**
 Most Damaged Area: **3 - Center Passenger Side** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **1 - Following roadway** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **11 - Cross Centerline** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **4 - Other Inside the Vehicle (eating, personal hygiene, etc.)** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **7 - Disregarded Other Road Markings** Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	35	2 - Female	5 - No Injury

Crash Date: **4/18/2017** Time: **12:20** City: **Berwick** Street/Highway: **42 SCHOOL ST**
 Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** End Node: **0** Offset: **0**
 OE Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** OE End Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST**

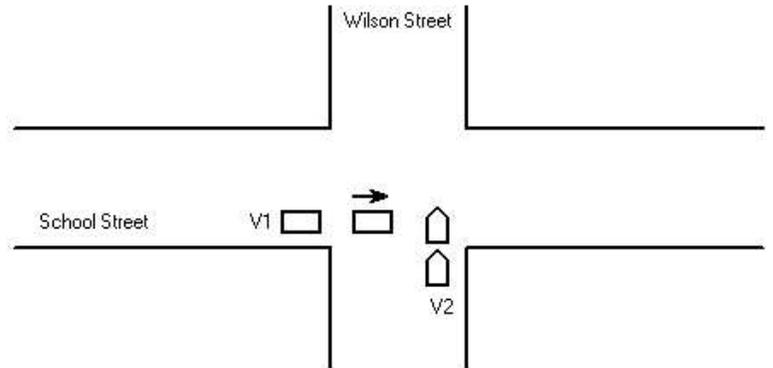
Type of Crash: **4 - Intersection Movement** Type of Location: **4 - Four Leg Intersection**
 Weather: **2 - Cloudy** Light: **1 - Daylight**
 Road Grade: **3 - Top of Hill** Surface Condition: **1 - Dry**
 Traffic Control: **1 - Traffic Signals (Stop & Go)**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env 2
 Cont. Circ. Road 1 **1 - None** Cont. Circ. Road 2

Narrative

Diagram

Crash Narrative

V1 was traveling north on School School and failed to stop for the red light striking V2 traveling through the intersection from Allen Street.



Unit: 1 Type: **3 - Passenger Van** Veh. Travel Dir.: **1 - Northbound**
 Most Damaged Area: **12 - Front** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **1 - Following roadway** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **4 - Ran Red Light** Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	73	2 - Female	5 - No Injury

Unit: 2 Type: **1 - Passenger Car** Veh. Travel Dir.: **4 - Westbound**
 Most Damaged Area: **7 - Rear Driver Side** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **1 - Following roadway** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **1 - No Contributing Action** Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	32	2 - Female	5 - No Injury

Crash Date: **4/25/2017** Time: **14:14** City: **Berwick** Street/Highway: **1 ALLEN ST**
 Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** End Node: **0** Offset: **0**
 OE Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** OE End Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST**

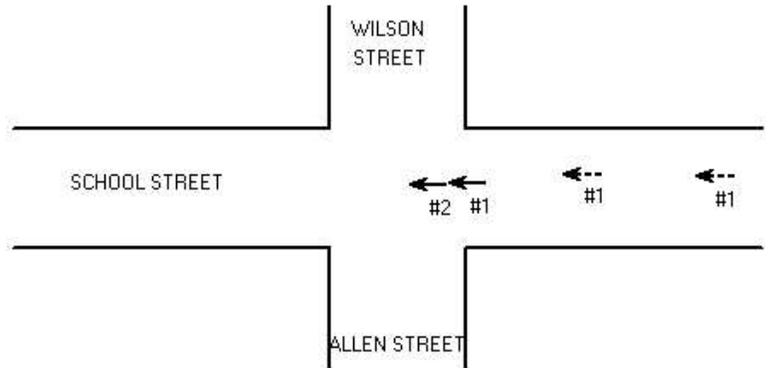
Type of Crash: **2 - Rear End / Sideswipe** Type of Location: **4 - Four Leg Intersection**
 Weather: **2 - Cloudy** Light: **1 - Daylight**
 Road Grade: **1 - Level** Surface Condition: **1 - Dry**
 Traffic Control: **1 - Traffic Signals (Stop & Go)**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env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

Narrative

Diagram

Crash Narrative

Unit 2 slowed and stopped in the intersection preparing to turn left onto Allen Street but was waiting for on-coming traffic to clear. Prior to traffic clearing, Unit 1 struck the rear of Unit 2.



Unit: 1 Type: **1 - Passenger Car** Veh. Travel Dir.: **2 - Southbound**
 Most Damaged Area: **12 - Front** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **1 - Following roadway** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **14 - Followed Too Closely** Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	42	1 - Male	5 - No Injury

Unit: 2 Type: **2 - (Sport) Utility Vehicle** Veh. Travel Dir.: **2 - Southbound**
 Most Damaged Area: **6 - Rear** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **11 - Stopped in traffic** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **1 - No Contributing Action** Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	58	1 - Male	5 - No Injury
2 - Passenger	10	2 - Female	5 - No Injury

Crash Date: **7/12/2017** Time: **09:44** City: **Berwick** Street/Highway: **42 SCHOOL ST**
 Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** End Node: **0** Offset: **0**
 OE Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** OE End Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST**

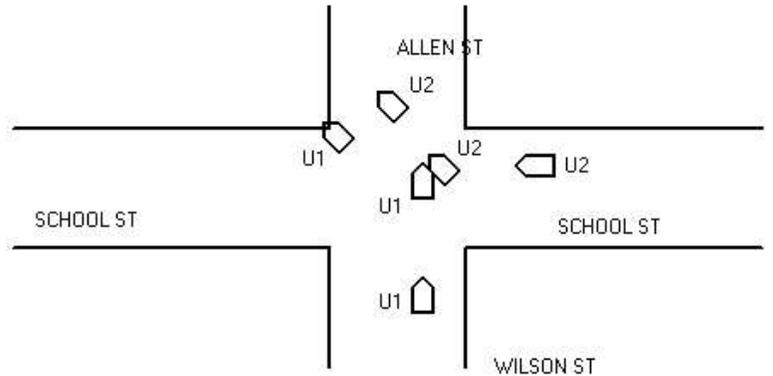
Type of Crash: **4 - Intersection Movement** Type of Location: **4 - Four Leg Intersection**
 Weather: **1 - Clear** Light: **1 - Daylight**
 Road Grade: **1 - Level** Surface Condition: **1 - Dry**
 Traffic Control: **1 - Traffic Signals (Stop & Go)**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env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

Narrative

Diagram

Crash Narrative

U1 TRAVELING ON WILSON STREET TOWARDS SCHOOL STREET. U2 ON SCHOOL STREET MAKING A RIGHT TURN ONTO ALLEN STREET. U1 DID NOT NOTICE THE RED TRAFFIC LIGHT AND DID NOT STOP. U1 COLLIDED WITH U2 DURING IT'S RIGHT TURN. HEAVY DAMAGE TO BOTH VEHICLES. U1 OPERATOR ADMITTED TO NOT STOPPING FOR THE TRAFFIC LIGHT.



Unit: 1 Type: **2 - (Sport) Utility Vehicle** Veh. Travel Dir.: **2 - Southbound**
 Most Damaged Area: **12 - Front** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **1 - Following roadway** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **4 - Ran Red Light** Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	69	2 - Female	5 - No Injury

Unit: 2 Type: **5 - Pickup** Veh. Travel Dir.: **3 - Eastbound**
 Most Damaged Area: **11 - Front Driver Corner** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **5 - Making right turn** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **1 - No Contributing Action** Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	40	2 - Female	5 - No Injury
2 - Passenger	8	1 - Male	5 - No Injury

Crash Date: **8/31/2017** Time: **13:36** City: **Berwick** Street/Highway: **42 SCHOOL ST**
 Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** End Node: **0** Offset: **0**
 OE Start Node: OE End Node:

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

Type of Location: **4 - Four Leg Intersection**

Weather: **1 - Clear**

Light: **1 - Daylight**

Road Grade: **1 - Level**

Surface Condition: **1 - Dry**

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

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

Cont. Circ. Env 2

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

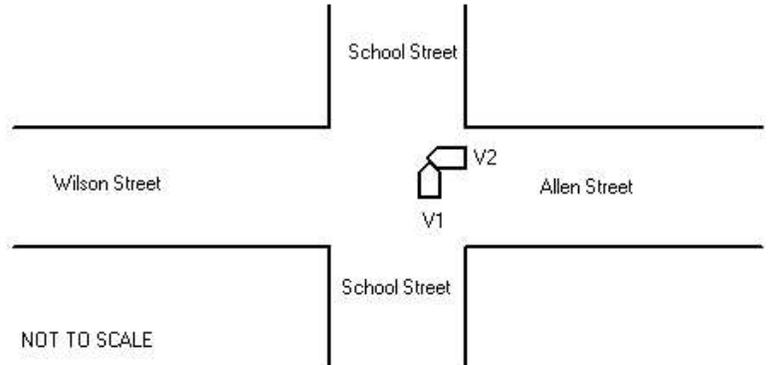
Cont. Circ. Road 2

Narrative

Diagram

Crash Narrative

Vehicle 1 traveling north on School Street. Unknown tractor trailer unit in front of Vehicle 1 made a right turn on red onto Allen Street. Vehicle 1 continued straight through intersection. Vehicle 2 traveling west on Allen Street and entered intersection on green light. Vehicle 1 struck Vehicle 2.



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

Most Damaged Area: **1 - Front Passenger Corner**

Pre-Crash Actions: **1 - Following roadway**

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

Seq. Events 3:

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

Driver Action 1: **4 - Ran Red Light**

Veh. Travel Dir.: **1 - Northbound**

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

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

Seq. Events 2:

Seq. Events 4:

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

Driver Action 2:

Person Type	Age	Sex	Injury Degree
8 - Passenger/Owner	69	1 - Male	5 - No Injury
1 - Driver	58	2 - Female	5 - No Injury

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

Most Damaged Area: **11 - Front Driver Corner**

Pre-Crash Actions: **1 - Following roadway**

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

Seq. Events 3:

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

Driver Action 1: **1 - No Contributing Action**

Veh. Travel Dir.: **4 - Westbound**

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

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

Seq. Events 2:

Seq. Events 4:

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

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	73	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: **11/22/2017** Time: **09:41** City: **Berwick** Street/Highway: **42 SCHOOL ST**
 Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** End Node: **0** Offset: **0**
 OE Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** OE End Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST**

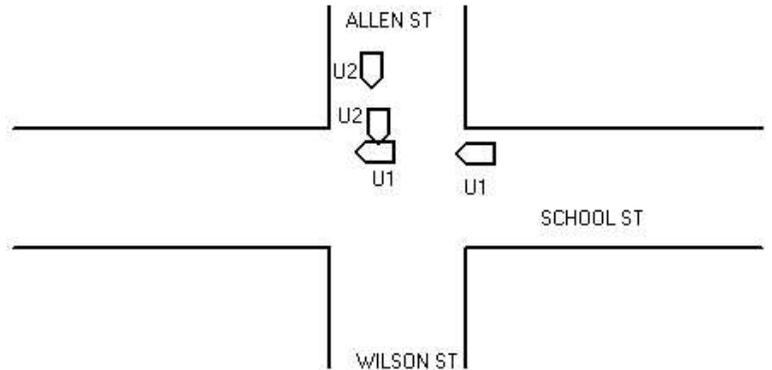
Type of Crash: **4 - Intersection Movement** Type of Location: **4 - Four Leg Intersection**
 Weather: **4 - Rain** Light: **1 - Daylight**
 Road Grade: **1 - Level** Surface Condition: **2 - Wet**
 Traffic Control: **1 - Traffic Signals (Stop & Go)**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env 2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

Narrative

Diagram

Crash Narrative

U1 TRAVELING EAST ON SCHOOL STREET. U2 TRAVELING NORTH ON ALLEN STREET. U1 FAILED TO STOP AT THE RED LIGHT AND CROSSED IN FRONT OF U2 GOING FROM ALLEN ST TO WILSON ST. O1 ADMITTED TO FT STOP FOR THE LIGHT.



Unit: 1 Type: **1 - Passenger Car** Veh. Travel Dir.: **3 - Eastbound**
 Most Damaged Area: **3 - Center Passenger Side** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **1 - Following roadway** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **4 - Ran Red Light** Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	71	1 - Male	5 - No Injury

Unit: 2 Type: **5 - Pickup** Veh. Travel Dir.: **1 - Northbound**
 Most Damaged Area: **12 - Front** Most Harmful Event: **13 - Motor Vehicle in Transport**
 Pre-Crash Actions: **1 - Following roadway** Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 1: **21 - Motor Vehicle In Transport** Seq. Events 2:
 Seq. Events 3: Seq. Events 4:
 Driver Distracted By: **1 - Not Distracted** Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 1: **1 - No Contributing Action** Driver Action 2:

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

Crash Date: 4/20/2017

Time: 23:49

City: Berwick

Street/Highway: 11 SULLIVAN ST

Start Node: 52128

Int of ELEANORS WY, SULLIVAN ST

End Node: 0

Offset: 0

OE Start Node:

OE End Node:

Type of Crash: 7 - Went Off Road

Type of Location: 3 - Three Leg Intersection

Weather: 1 - Clear

Light: 4 - Dark - Lighted

Road Grade: 1 - Level

Surface Condition: 1 - Dry

Traffic Control: 13 - None

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

Cont. Circ. Road 1 5 - Work Zones (Construction / Maintenance / Utility)

Cont. Circ. Road 2

Narrative

Diagram

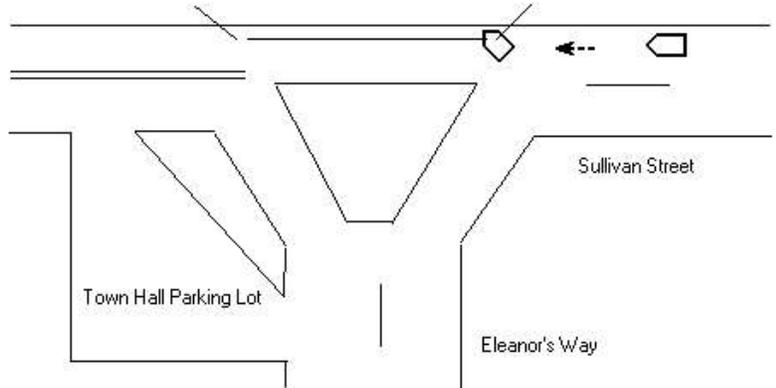
Crash Narrative

U1 was traveling north on Sullivan Street at Eleanor's Way past a roadside construction area. There were Jersey barriers extending into the marked parallel parking spaces at the side of the road and a construction fence protecting the construction site.

U1 struck a construction barrel and one or two Jersey barriers knocking one over and into the construction fence damaging the fence. The barrel was also crushed.

The barriers had been spray painted with orange lines.

The operator wasn't sure what happened and suggested she'd...



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

Veh. Travel Dir.: 1 - Northbound

Most Damaged Area: 1 - Front Passenger Corner

Most Harmful Event: 29 - Concrete Traffic Barrier

Pre-Crash Actions: 1 - Following roadway

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 37 - Concrete Traffic Barrier

Seq. Events 2:

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 6 - Unknown if Distracted

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 19 - Other Contributing Action

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	57	2 - Female	2 - Incapacitating

STATE OF MAINE CRASH REPORT

Report Number

17132-56-AC

Narrative / Diagram Supplemental

Crash Narrative

U1 was traveling north on Sullivan Street at Eleanor's Way past a roadside construction area. There were Jersey barriers extending into the marked parallel parking spaces at the side of the road and a construction fence protecting the construction site.

U1 struck a construction barrel and one or two Jersey barriers knocking one over and into the construction fence damaging the fence. The barrell was also crushed.

The barriers had been spray painted with orange lines.

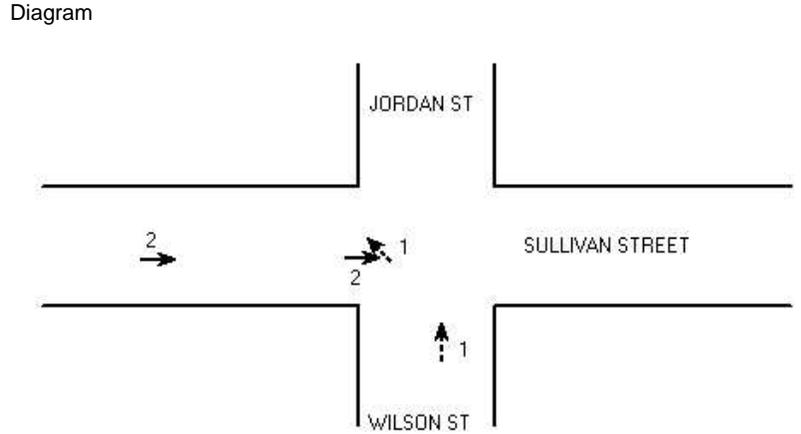
The operator wasn't sure what happened and suggested she'd either passed out or fallen asleep. She could last recall being at the intersection at the Berwick-Somersworth line.

Maine Crash Report Summary

Crash Date: **4/20/2015** Time: **11:32** City: **Berwick** Street/Highway: **20 WILSON ST**
 Start Node: **52129** Int of **JORDAN ST, SULLIVAN ST, WILSON ST** End Node: **0** Offset: **0**
 OE Start Node: **52129** Int of **JORDAN ST, SULLIVAN ST, WILSON ST** OE End Node: **52129** Int of **JORDAN ST, SULLIVAN ST, WILSON ST**

Type of Crash: **4 - Intersection Movement** Type of Location: **4 - Four Leg Intersection**
 Weather: **2 - Cloudy** Light: **1 - Daylight**
 Road Grade: **1 - Level** Surface Condition: **2 - Wet**
 Traffic Control: **4 - Stop Signs - All Approaches**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env 2
 Cont. Circ. Road 1 **1 - None** Cont. Circ. Road 2

Narrative
 Unit 1 was making a left turn onto Sullivan Street from Wilson Street. Unit 2 traveling northbound on Sullivan Street failed to stop at the stop sign and struck the side of Unit 1.



Unit: 1 Type: **1 - Passenger Car**
 Most Damaged Area: **10 - Front Driver Quarter Panel**
 Pre-Crash Actions: **6 - Making left turn**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **1 - No Contributing Action**

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

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	32	1 - Male	5 - No Injury

Unit: 2 Type: **2 - (Sport) Utility Vehicle**
 Most Damaged Area: **12 - Front**
 Pre-Crash Actions: **6 - Making left turn**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **5 - Ran Stop Sign**

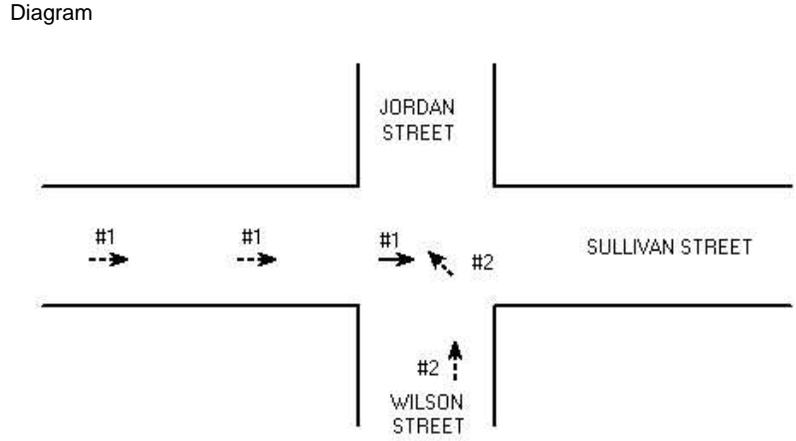
Veh. Travel Dir.: **2 - Southbound**
 Most Harmful Event: **13 - Motor Vehicle in Transport**
 Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 2:
 Seq. Events 4:
 Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	24	1 - Male	5 - No Injury
2 - Passenger	22	2 - Female	5 - No Injury

Crash Date: 12/1/2015 Time: 10:34 City: Berwick Street/Highway: 29 SULLIVAN ST
Start Node: 52129 Int of JORDAN ST, SULLIVAN ST, WILSON ST End Node: 0 Offset: 0
OE Start Node: 52129 Int of JORDAN ST, SULLIVAN ST, WILSON ST OE End Node: 52129 Int of JORDAN ST, SULLIVAN ST, WILSON ST

Type of Crash: 4 - Intersection Movement Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear Light: 1 - Daylight
Road Grade: 1 - Level Surface Condition: 1 - Dry
Traffic Control: 4 - Stop Signs - All Approaches
Cont. Circ. Env 1 1 - None Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

Narrative
Unit 2 was making a left turn onto Sullivan Street from Wilson Street. Unit 1 was traveling westbound on Sullivan Street and failed to stop at the stop sign, striking Unit 2.



Unit: 1 Type: 1 - Passenger Car
Most Damaged Area: 12 - Front
Pre-Crash Actions: 1 - Following roadway
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 3:
Driver Distracted By: 6 - Unknown if Distracted
Driver Action 1: 5 - Ran Stop Sign

Veh. Travel Dir.: 4 - Westbound
Most Harmful Event: 13 - Motor Vehicle in Transport
Contrib Circ. - Vehicle: 1 - None
Seq. Events 2:
Seq. Events 4:
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 2: 3 - Failed to Yield Right-of-Way

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 6 - Driver/Owner, 37, 1 - Male, 4 - Possible Injury

Unit: 2 Type: 2 - (Sport) Utility Vehicle
Most Damaged Area: 11 - Front Driver Corner
Pre-Crash Actions: 6 - Making left turn
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 3:
Driver Distracted By: 1 - Not Distracted
Driver Action 1: 1 - No Contributing Action

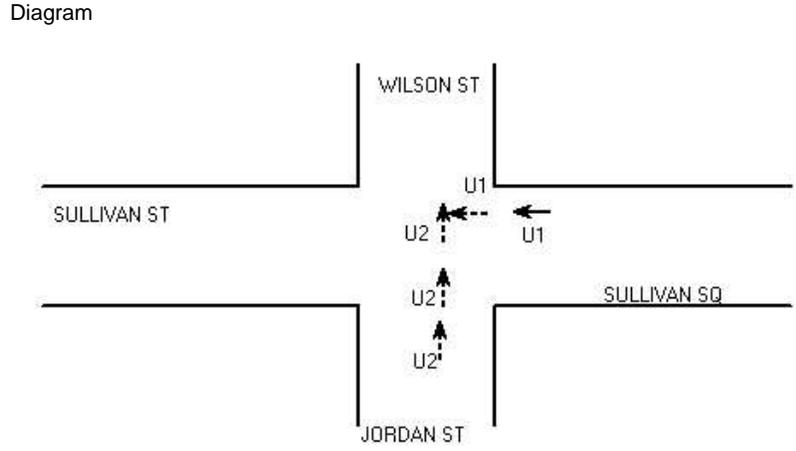
Veh. Travel Dir.: 1 - Northbound
Most Harmful Event: 13 - Motor Vehicle in Transport
Contrib Circ. - Vehicle: 1 - None
Seq. Events 2:
Seq. Events 4:
Cond. at Time Crash: 1 - Apparently Normal
Driver Action 2:

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 1 - Driver, 61, 2 - Female, 5 - No Injury

Crash Date: 6/9/2016 Time: 12:39 City: Berwick Street/Highway: 34 SULLIVAN ST
Start Node: 52129 Int of JORDAN ST, SULLIVAN ST, WILSON ST End Node: 0 Offset: 0
OE Start Node: 52129 Int of JORDAN ST, SULLIVAN ST, WILSON ST OE End Node: 52129 Int of JORDAN ST, SULLIVAN ST, WILSON ST

Type of Crash: 4 - Intersection Movement Type of Location: 4 - Four Leg Intersection
Weather: 1 - Clear Light: 1 - Daylight
Road Grade: 1 - Level Surface Condition: 1 - Dry
Traffic Control: 4 - Stop Signs - All Approaches
Cont. Circ. Env 1 1 - None Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

Narrative
U1 WAS STOPPED ON SULLIVAN SQ. HEADING THROUGH THE INTERSECTION ONTO SULLIVAN ST. U2 WAS STOPPED ON JORDAN ST HEADING THROUGH TO WILSON ST.
U2 SAW U1 STOPPED A CAR LENGTH BACK FROM THE STOP SIGN AND ENTERED THE INTERSECTION. U1 ACCELERATED AND BROADSIDED U2. OPERATOR 1 STATED SHE DIDN'T SEE U2 AND MAYBE "BLACKED OUT." RESCUE CHECKED BOTH PARTIES AND THEY SIGNED OFF SAYING NO TREATMENT WAS NEEDED. BOTH VEHICLES WERE DRIVEN FROM THE SCENE.



Unit: 1 Type: 2 - (Sport) Utility Vehicle
Most Damaged Area: 1 - Front Passenger Corner
Pre-Crash Actions: 9 - Starting in traffic
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 3:
Driver Distracted By: 1 - Not Distracted
Driver Action 1: 3 - Failed to Yield Right-of-Way

Veh. Travel Dir.: 3 - Eastbound
Most Harmful Event: 13 - Motor Vehicle in Transport
Contrib Circ. - Vehicle: 1 - None
Seq. Events 2:
Seq. Events 4:
Cond. at Time Crash: 4 - Ill (Sick)
Driver Action 2:

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 1 - Driver, 54, 2 - Female, 3 - Non-Incapacitating

Unit: 2 Type: 1 - Passenger Car
Most Damaged Area: 3 - Center Passenger Side
Pre-Crash Actions: 9 - Starting in traffic
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 3:
Driver Distracted By: 1 - Not Distracted
Driver Action 1: 1 - No Contributing Action

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

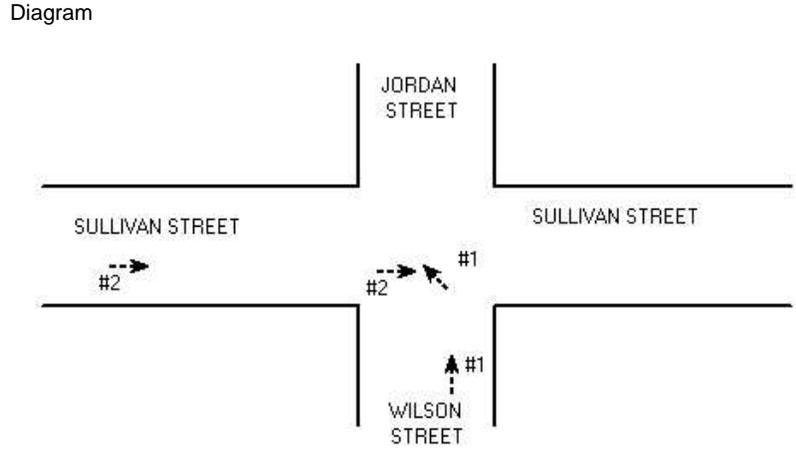
Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 6 - Driver/Owner, 67, 2 - Female, 5 - No Injury

Maine Crash Report Summary

Crash Date: **11/19/2016** Time: **11:22** City: **Berwick** Street/Highway: **34 SULLIVAN ST**
 Start Node: **52129** Int of **JORDAN ST, SULLIVAN ST, WILSON ST** End Node: **0** Offset: **0**
 OE Start Node: **52129** Int of **JORDAN ST, SULLIVAN ST, WILSON ST** OE End Node: **52129** Int of **JORDAN ST, SULLIVAN ST, WILSON ST**

Type of Crash: **4 - Intersection Movement** Type of Location: **4 - Four Leg Intersection**
 Weather: **1 - Clear** Light: **1 - Daylight**
 Road Grade: **1 - Level** Surface Condition: **1 - Dry**
 Traffic Control: **4 - Stop Signs - All Approaches**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env 2
 Cont. Circ. Road 1 **1 - None** Cont. Circ. Road 2

Narrative
Unit 1 entered the intersection after stopping at the stop sign on Wilson Street. Unit 2 did not stop at the stop sign and collided with Unit 1.



Unit: 1 Type: **2 - (Sport) Utility Vehicle**
 Most Damaged Area: **11 - Front Driver Corner**
 Pre-Crash Actions: **5 - Making right turn**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **1 - No Contributing Action**

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

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	19	1 - Male	4 - Possible Injury

Unit: 2 Type: **5 - Pickup**
 Most Damaged Area: **1 - Front Passenger Corner**
 Pre-Crash Actions: **1 - Following roadway**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **2 - Manually Operating an Electronic Communication Device (texting, typing, dialing)**
 Driver Action 1: **5 - Ran Stop Sign**

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

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	35	1 - Male	5 - No Injury

Crash Date: **9/8/2017**

Time: **07:13**

City: **Berwick**

Street/Highway: **8 JORDAN ST**

Start Node: **52129**

Int of **JORDAN ST, SULLIVAN ST, WILSON ST**

End Node: **0**

Offset: **0**

OE Start Node:

OE End Node:

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

Type of Location: **4 - Four Leg Intersection**

Weather: **1 - Clear**

Light: **1 - Daylight**

Road Grade: **1 - Level**

Surface Condition: **1 - Dry**

Traffic Control: **4 - Stop Signs - All Approaches**

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

Cont. Circ. Env 2

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

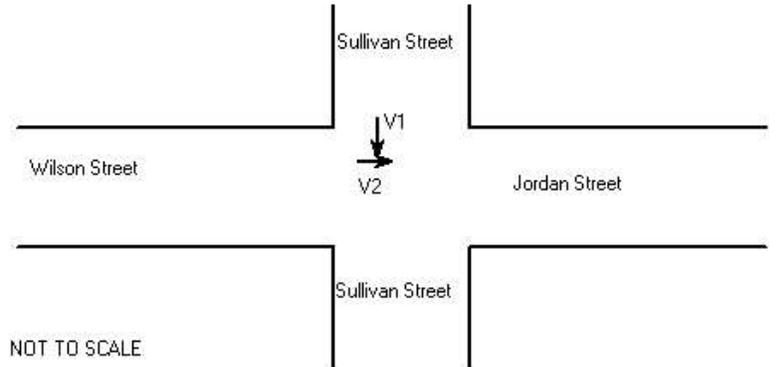
Cont. Circ. Road 2

Narrative

Diagram

Crash Narrative

Vehicle 2 was making left turn from Wilson Street onto Sullivan Street. Vehicle 1 was traveling north on Sullivan Street. Vehicle 1 did not stop at stop sign and struck vehicle 2.



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

Most Damaged Area: **12 - Front**

Pre-Crash Actions: **1 - Following roadway**

Seq. Events 1: **50 - No Other Events**

Seq. Events 3:

Driver Distracted By: **6 - Unknown if Distracted**

Driver Action 1: **5 - Ran Stop Sign**

Veh. Travel Dir.: **1 - Northbound**

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

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

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: **5 - Asleep or Fatigued**

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	27	2 - Female	5 - No Injury
2 - Passenger	0	1 - Male	5 - No Injury

Unit: 2 Type: **4 - Cargo Van (10K lbs or Less)**

Most Damaged Area: **11 - Front Driver Corner**

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

Seq. Events 1: **50 - No Other Events**

Seq. Events 3:

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

Driver Action 1: **1 - No Contributing Action**

Veh. Travel Dir.: **4 - Westbound**

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

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

Seq. Events 2:

Seq. Events 4:

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

Driver Action 2:

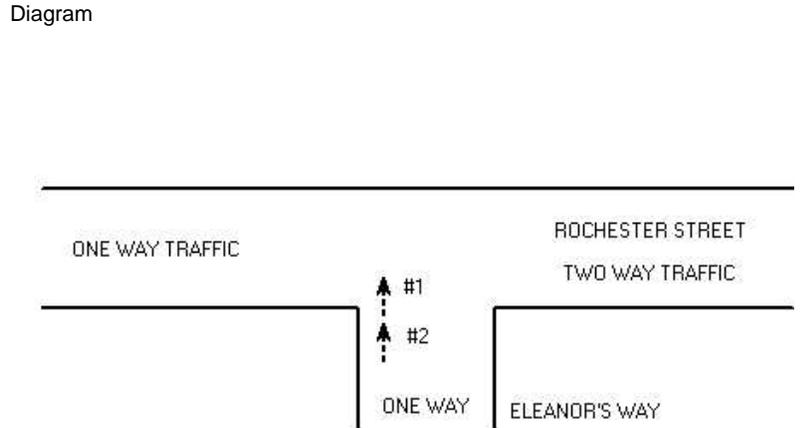
Person Type	Age	Sex	Injury Degree
1 - Driver	22	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: **7/11/2015** Time: **15:06** City: **Berwick** Street/Highway: **2 ELEANOR'S WAY**
 Start Node: **52117** Int of **ELEANORS WY ROCHESTER ST** End Node: **0** Offset: **0**
 OE Start Node: **52117** Int of **ELEANORS WY ROCHESTER ST** OE End Node: **52117** Int of **ELEANORS WY ROCHESTER ST**

Type of Crash: **2 - Rear End / Sideswipe** Type of Location: **3 - Three Leg Intersection**
 Weather: **1 - Clear** Light: **1 - Daylight**
 Road Grade: **1 - Level** Surface Condition: **1 - Dry**
 Traffic Control: **5 - Stop Signs - Other**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env 2
 Cont. Circ. Road 1 **1 - None** Cont. Circ. Road 2

Narrative
 Unit 1 stopped to make a left turn onto Rochester Street. Unit 1 began but stopped again as Driver 1 observed in-bound traffic on Rochester Street. When Driver 2 observed Unit begin to go after having stopped, Unit 2 began to go while Driver 2 looked right to make sure it was clear. While Driver 2 was looking right to be sure it was clear, he did not realize Unit 1 stopped again and tapped the rear of Unit 1. Unit 2 had no evidence of vehicle contact, while Unit 1's rear bumper skin was creased ever so slightly and observable only with oblique lighting.



Unit: 1 Type: **1 - Passenger Car**
 Most Damaged Area: **6 - Rear**
 Pre-Crash Actions: **10 - Slowing in traffic**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **1 - No Contributing Action**

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	44	2 - Female	4 - Possible Injury
2 - Passenger	5	2 - Female	4 - Possible Injury

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

Unit: 2 Type: **3 - Passenger Van**
 Most Damaged Area:
 Pre-Crash Actions: **9 - Starting in traffic**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **19 - Other Contributing Action**

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	91	1 - Male	5 - No Injury
2 - Passenger	87	2 - Female	5 - No Injury

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

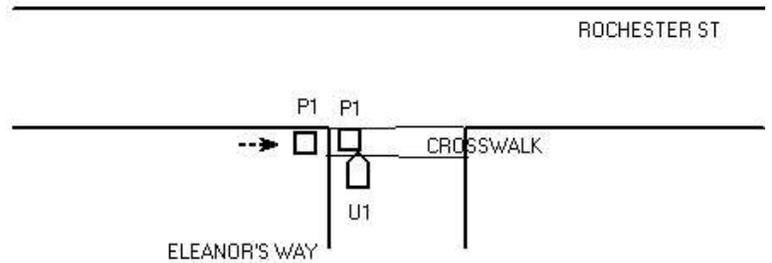
Crash Date: **7/27/2017** Time: **12:04** City: **Berwick** Street/Highway: **14 ROCHESTER ST**
 Start Node: **52117** Int of **ELEANORS WY ROCHESTER ST** End Node: **0** Offset: **0**
 OE Start Node: **52117** *Int of ELEANORS WY ROCHESTER ST* OE End Node: **52117** *Int of ELEANORS WY ROCHESTER ST*

Type of Crash: **5 - Pedestrians** Type of Location: **3 - Three Leg Intersection**
 Weather: **1 - Clear** Light: **1 - Daylight**
 Road Grade: **1 - Level** Surface Condition: **1 - Dry**
 Traffic Control: **5 - Stop Signs - Other**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env 2
 Cont. Circ. Road 1 **1 - None** Cont. Circ. Road 2

Narrative Diagram

Crash Narrative

U1 WAS STOPPED ON ELEANOR'S WAY PREPARING TO TURN LEFT ONTO ROCHESTER ST. PED1 WAS ALSO ON ELEANOR'S WAY (TOWN HALL SIDE) CROSSING IN THE MARKED CROSS WALK TO CONTINUE ONTO ROCHESTER STREET. U1 LOOKED RIGHT FOR ONCOMING TRAFFIC AND SEEING NONE BEGAN TO MAKE THE LEFT TURN. U1 FAILED TO SEE PED1 AND COLLIDED WITH SUBJECT. MINOR INJURIES TO PED1. WITNESS CONFIRMED STORIES OF BOTH INVOLVED SUBJECTS.



Unit: 1 Type: **1 - Passenger Car**
 Most Damaged Area:
 Pre-Crash Actions: **6 - Making left turn**
 Seq. Events 1: **17 - Pedestrian**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **3 - Failed to Yield Right-of-Way**

Veh. Travel Dir.: **4 - Westbound**
 Most Harmful Event: **9 - Pedestrian**
 Contrib Circ. - Vehicle: **1 - None**
 Seq. Events 2:
 Seq. Events 4:
 Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	29	2 - Female	5 - No Injury

Unit: 2 Type: **22 - Pedestrian**
 Most Damaged Area:
 Pre-Crash Actions:
 Seq. Events 1:
 Seq. Events 3:
 Driver Distracted By:
 Driver Action 1:

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

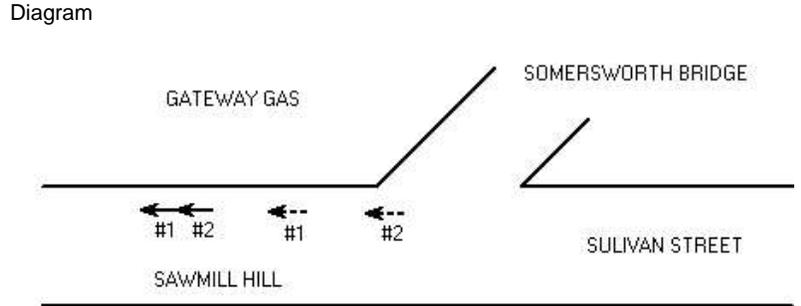
Person Type	Age	Sex	Injury Degree
3 - Pedestrian	18	2 - Female	4 - Possible Injury

Maine Crash Report Summary

Crash Date: **7/18/2016** Time: **14:30** City: **Berwick** Street/Highway: **6 SAWMILL HILL**
 Start Node: **56715** Int of **ROCHESTER ST SAWMILL HL SULLIVAN ST** End Node: **56716** Int of **SAWMILL HL SCHOOL ST** Offset: **0.02**
 OE Start Node: **56715** Int of **ROCHESTER ST SAWMILL HL SULLIVAN ST** OE End Node: **56716** Int of **SAWMILL HL SCHOOL ST**

Type of Crash: **2 - Rear End / Sideswipe** Type of Location: **1 - Straight Road**
 Weather: **1 - Clear** Light: **1 - Daylight**
 Road Grade: **1 - Level** Surface Condition: **1 - Dry**
 Traffic Control: **13 - None**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env 2
 Cont. Circ. Road 1 **1 - None** Cont. Circ. Road 2

Narrative
Unit 1 slowed in traffic on Sawmill Hill Road in front of Gateway Gas. Unit 2 rear-ended Unit 1.



Unit: 1 Type: **2 - (Sport) Utility Vehicle**
 Most Damaged Area: **6 - Rear**
 Pre-Crash Actions: **10 - Slowing in traffic**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **1 - No Contributing Action**

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

Person Type	Age	Sex	Injury Degree
1 - Driver	24	2 - Female	5 - No Injury
2 - Passenger	6	1 - Male	5 - No Injury

Unit: 2 Type: **1 - Passenger Car**
 Most Damaged Area: **12 - Front**
 Pre-Crash Actions: **1 - Following roadway**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **14 - Followed Too Closely**

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

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

Maine Crash Report Summary

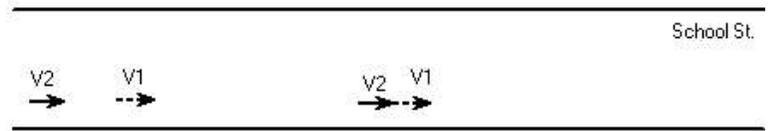
Crash Date: **5/6/2015** Time: **17:35** City: **Berwick** Street/Highway: **18 SCHOOL ST**
 Start Node: **56716** Int of **SAWMILL HL SCHOOL ST** End Node: **56717** Int of **LYMAN ST SCHOOL ST** Offset: **0.09**
 OE Start Node: OE End Node:

Type of Crash: 2 - Rear End / Sideswipe	Type of Location: 1 - Straight Road
Weather: 1 - Clear	Light: 1 - Daylight
Road Grade: 1 - Level	Surface Condition: 1 - Dry
Traffic Control: 13 - None	
Cont. Circ. Env 1 1 - None	Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None	Cont. Circ. Road 2

Narrative

V1 and V2 were both driving east on School Street. V1 and V2 were stopped in traffic. V1 started from a stopped position and slowed again in traffic. V2 started from a stopped position and ran into the back of V1 when it stopped.

Diagram



Unit: 1 Type: 1 - Passenger Car	Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 6 - Rear	Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 10 - Slowing in traffic	Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport	Seq. Events 2:
Seq. Events 3:	Seq. Events 4:
Driver Distracted By: 1 - Not Distracted	Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 1 - No Contributing Action	Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	33	2 - Female	5 - No Injury

Unit: 2 Type: 1 - Passenger Car	Veh. Travel Dir.: 3 - Eastbound
Most Damaged Area: 12 - Front	Most Harmful Event: 13 - Motor Vehicle in Transport
Pre-Crash Actions: 9 - Starting in traffic	Contrib Circ. - Vehicle: 1 - None
Seq. Events 1: 21 - Motor Vehicle In Transport	Seq. Events 2:
Seq. Events 3:	Seq. Events 4:
Driver Distracted By: 1 - Not Distracted	Cond. at Time Crash: 1 - Apparently Normal
Driver Action 1: 14 - Followed Too Closely	Driver Action 2:

Person Type	Age	Sex	Injury Degree
1 - Driver	20	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: **6/23/2017** Time: **16:29** City: **Berwick** Street/Highway: **2 SCHOOL ST**
 Start Node: **56716** Int of **SAWMILL HL SCHOOL ST** End Node: **56717** Int of **LYMAN ST SCHOOL ST** Offset: **0.03**
 OE Start Node: **56716** Int of **SAWMILL HL SCHOOL ST** OE End Node: **56717** Int of **LYMAN ST SCHOOL ST**

Type of Crash: **2 - Rear End / Sideswipe** Type of Location: **6 - Driveways**
 Weather: **1 - Clear** Light: **1 - Daylight**
 Road Grade: **1 - Level** Surface Condition: **1 - Dry**
 Traffic Control: **13 - None**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env 2
 Cont. Circ. Road 1 **1 - None** Cont. Circ. Road 2

Narrative

Diagram

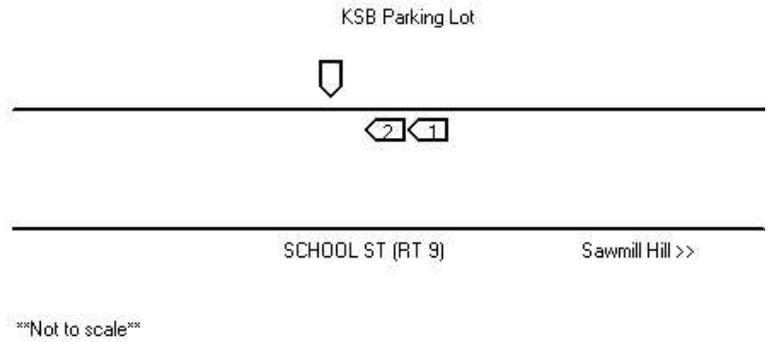
Crash Narrative

U2 was traveling NE on School Street (Route 9) preparing to turn right into the Kennebunk Savings Bank parking lot. U2 slowed and waited for another vehicle to leave the same parking lot.

U1 was traveling behind U2. U1 OPR looked at vehicle leaving parking lot then looked back at U2 and saw that it was stopping. U1 rear-ended U2.

U1 OPR said U2 stopped very suddenly, and he did not see a turn signal.

U2 OPR held a ME class C permit. Its passenger, the licensed...



Unit: 1 Type: **5 - Pickup**

Most Damaged Area: **12 - Front**

Pre-Crash Actions: **1 - Following roadway**

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

Seq. Events 3:

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

Driver Action 1: **14 - Followed Too Closely**

Veh. Travel Dir.: **1 - Northbound**

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

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

Seq. Events 2:

Seq. Events 4:

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

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	46	1 - Male	5 - No Injury

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

Most Damaged Area: **6 - Rear**

Pre-Crash Actions: **10 - Slowing in traffic**

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

Seq. Events 3:

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

Driver Action 1: **1 - No Contributing Action**

Veh. Travel Dir.: **1 - Northbound**

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

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

Seq. Events 2:

Seq. Events 4:

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

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	19	1 - Male	5 - No Injury
2 - Passenger	26	2 - Female	5 - No Injury

STATE OF MAINE CRASH REPORT

Report Number
17132-85-AC

Narrative / Diagram Supplemental

Crash Narrative

U2 was traveling NE on School Street (Route 9) preparing to turn right into the Kennebunk Savings Bank parking lot. U2 slowed and waited for another vehicle to leave the same parking lot.

U1 was traveling behind U2. U1 OPR looked at vehicle leaving parking lot then looked back at U2 and saw that it was stopping. U1 rear-ended U2.

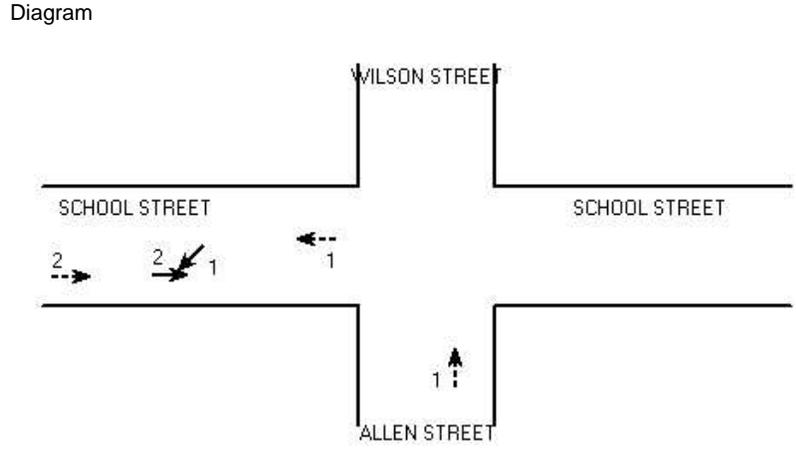
U1 OPR said U2 stopped very suddenly, and he did not see a turn signal.

U2 OPR held a ME class C permit. Its passenger, the licensed driver, had an active NH license, but was suspended in ME. OPR was warned for OP Beyond Permit Restrictions.

Crash Date: **8/30/2015** Time: **12:34** City: **Berwick** Street/Highway: **33 SCHOOL ST**
 Start Node: **56717** Int of **LYMAN ST SCHOOL ST** End Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** Offset: **0.05**
 OE Start Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** OE End Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST**

Type of Crash: **3 - Head-on / Sideswipe** Type of Location: **1 - Straight Road**
 Weather: **1 - Clear** Light: **1 - Daylight**
 Road Grade: **3 - Top of Hill** Surface Condition: **1 - Dry**
 Traffic Control: **1 - Traffic Signals (Stop & Go)**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env 2
 Cont. Circ. Road 1 **1 - None** Cont. Circ. Road 2

Narrative
 Unit 1 was turning left onto School Street from Allen Street when Unit 1's right rear strut broke. The right rear tire folded onto the roadway sending Unit 1 out of control to the left and into the front of Unit 2 which was slowing in traffic.



Unit: 1 Type: **1 - Passenger Car**
 Most Damaged Area: **10 - Front Driver Quarter Panel**
 Pre-Crash Actions: **6 - Making left turn**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **1 - No Contributing Action**

Veh. Travel Dir.: **2 - Southbound**
 Most Harmful Event: **13 - Motor Vehicle in Transport**
 Contrib Circ. - Vehicle: **7 - Suspension**
 Seq. Events 2:
 Seq. Events 4:
 Cond. at Time Crash: **1 - Apparently Normal**
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	21	2 - Female	5 - No Injury

Unit: 2 Type: **17 - Medium/Heavy Trucks (More than 10,000 lbs)**
 Most Damaged Area: **12 - Front**
 Pre-Crash Actions: **10 - Slowing in traffic**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **1 - No Contributing Action**

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

Person Type	Age	Sex	Injury Degree
1 - Driver	29	1 - Male	5 - No Injury

Crash Date: **8/17/2016** Time: **13:42** City: **Berwick** Street/Highway: **24 SCHOOL ST**
 Start Node: **56717** Int of **LYMAN ST SCHOOL ST** End Node: **56718** Int of **ALLEN ST SCHOOL ST WILSON ST** Offset: **0.02**
 OE Start Node: **56717** Int of **LYMAN ST SCHOOL ST** OE End Node: **56717** Int of **LYMAN ST SCHOOL ST**

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

Type of Location: **6 - Driveways**

Weather: **1 - Clear**

Light: **1 - Daylight**

Road Grade: **2 - On Grade**

Surface Condition: **1 - Dry**

Traffic Control: **13 - None**

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

Cont. Circ. Env 2

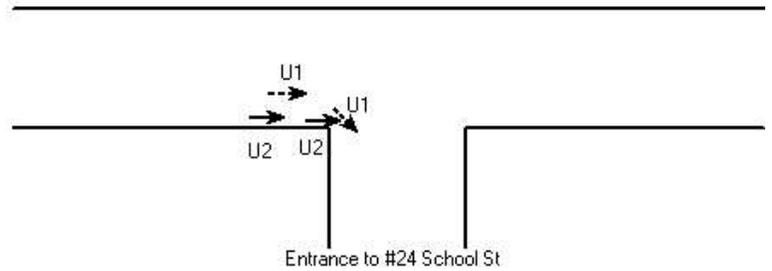
Cont. Circ. Road 1 **1 - None**

Cont. Circ. Road 2

Narrative

U1 AND U2 WERE BOTH EAST ON SCHOOL STREET APPROACHING THE ALLEN STREET INTERSECTION. U1 SLOWED / STOPPED TO MAKE A RIGHT TURN INTO #24 SCHOOL STREET (RESIDENCE). U2 FOLLOWING BEHIND PULLED INTO THE BREAKDOWN LANE TO PASS THE STOPPED TRAFFIC AND GET UP TO THE INTERSECTION. AS U1 TURNED, HE DID NOT SEE U2 IN THE BREAKDOWN LANE AND BOTH VEHICLES COLLIDED. U2 STRUCK THE CENTER PASSENGER SIDE OF U1.

Diagram



Unit: 1 Type: 5 - Pickup

Most Damaged Area: **3 - Center Passenger Side**

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

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

Pre-Crash Actions: **5 - Making right turn**

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

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

Seq. Events 2:

Seq. Events 3:

Seq. Events 4:

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

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

Driver Action 1: **1 - No Contributing Action**

Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	60	1 - Male	5 - No Injury
2 - Passenger	39	1 - Male	5 - No Injury

Unit: 2 Type: 11 - Motorcycle

Most Damaged Area: **12 - Front**

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

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

Pre-Crash Actions: **18 - Overtaking Passing**

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

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

Seq. Events 2:

Seq. Events 3:

Seq. Events 4:

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

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

Driver Action 1: **12 - Improper Passing**

Driver Action 2:

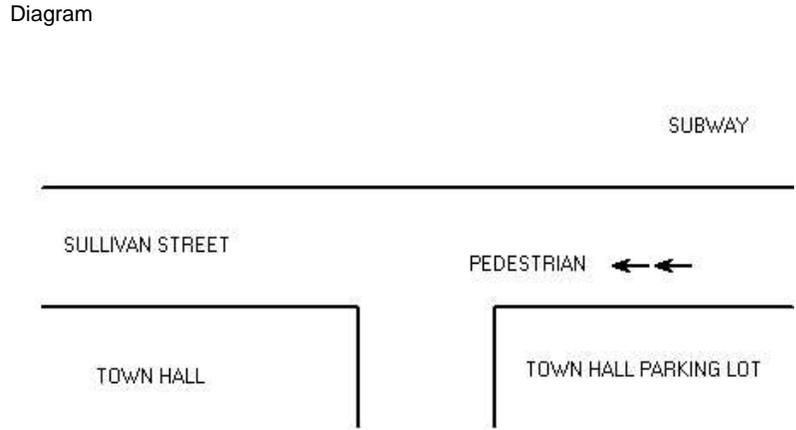
Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	25	1 - Male	5 - No Injury

Maine Crash Report Summary

Crash Date: **4/18/2016** Time: **12:37** City: **Berwick** Street/Highway: **10 SULLIVAN SQ**
 Start Node: **52115** Int of **BOW ST, SULLIVAN ST** End Node: **52128** Int of **ELEANORS WY, SULLIVAN ST** Offset: **0.04**
 OE Start Node: **52115** Int of **BOW ST, SULLIVAN ST** OE End Node: **52115** Int of **BOW ST, SULLIVAN ST**

Type of Crash: **2 - Rear End / Sideswipe** Type of Location: **1 - Straight Road**
 Weather: **1 - Clear** Light: **1 - Daylight**
 Road Grade: **1 - Level** Surface Condition: **1 - Dry**
 Traffic Control: **13 - None**
 Cont. Circ. Env 1 **1 - None** Cont. Circ. Env 2
 Cont. Circ. Road 1 **1 - None** Cont. Circ. Road 2

Narrative
Unit 1 stopped for a pedestrian crossing in the crosswalk. Unit 2 could not stop in time and rear-ended Unit 1.



Unit: 1 Type: **1 - Passenger Car**
 Most Damaged Area: **6 - Rear**
 Pre-Crash Actions: **11 - Stopped in traffic**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **1 - No Contributing Action**

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

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

Unit: 2 Type: **2 - (Sport) Utility Vehicle**
 Most Damaged Area: **12 - Front**
 Pre-Crash Actions: **1 - Following roadway**
 Seq. Events 1: **21 - Motor Vehicle In Transport**
 Seq. Events 3:
 Driver Distracted By: **1 - Not Distracted**
 Driver Action 1: **14 - Followed Too Closely**

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

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	29	2 - Female	5 - No Injury

Maine Crash Report Summary

Crash Date: **7/30/2016** Time: **14:03** City: **Berwick** Street/Highway: **10 SULLIVAN SQ**
 Start Node: **52115** Int of **BOW ST, SULLIVAN ST** End Node: **52128** Int of **ELEANORS WY, SULLIVAN ST** Offset: **0.01**
 OE Start Node: **56715** Int of **ROCHESTER ST SAWMILL HL SULLIVAN ST** OE End Node: **56715** Int of **ROCHESTER ST SAWMILL HL SULLIVAN ST**

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

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

Weather: **1 - Clear**

Light: **1 - Daylight**

Road Grade: **1 - Level**

Surface Condition: **1 - Dry**

Traffic Control: **13 - None**

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

Cont. Circ. Env 2

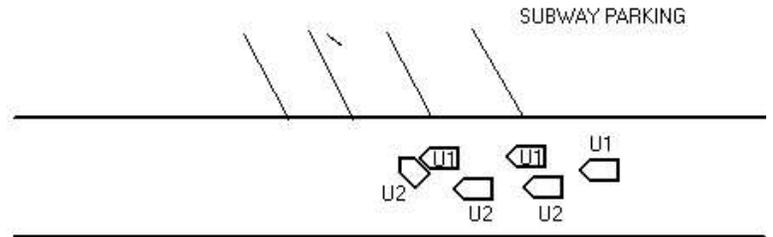
Cont. Circ. Road 1 **1 - None**

Cont. Circ. Road 2

Narrative

U1 WAS FOLLOWING U2 ONTO SULLIVAN SQ FROM THE TRAFFIC LIGHTS. THIS IS A ONE LANE ROAD IN FRONT OF SUBWAY. U2 SIGNALLED INTENTIONS TO TURN INTO A PARKING SPACE AT SUBWAY. U1 ATTEMPTED TO GO AROUND U2 ON THE RIGHT SIDE AS O1 STATED SHE THOUGHT U2 WAS CONTINUING STRAIGHT. U1 COLLIDED WITH U2 DURING IT'S TURN.

Diagram



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

Most Damaged Area: **10 - Front Driver Quarter Panel**

Pre-Crash Actions: **9 - Starting in traffic**

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

Seq. Events 3:

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

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

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

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

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

Seq. Events 2:

Seq. Events 4:

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

Driver Action 2: **12 - Improper Passing**

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	54	2 - Female	5 - No Injury

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

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

Pre-Crash Actions: **5 - Making right turn**

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

Seq. Events 3:

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

Driver Action 1: **1 - No Contributing Action**

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

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

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

Seq. Events 2:

Seq. Events 4:

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

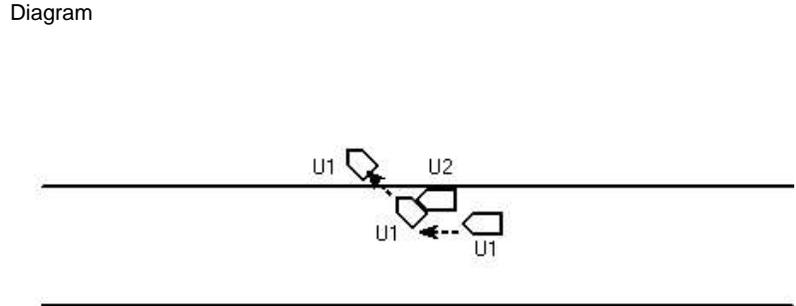
Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	40	2 - Female	5 - No Injury

Crash Date: 1/21/2015 Time: 17:25 City: Berwick Street/Highway: WILSON
Start Node: 52129 Int of JORDAN ST, SULLIVAN ST, WILSON ST End Node: 56718 Int of ALLEN ST SCHOOL ST WILSON ST Offset: 0.13
OE Start Node: 56718 Int of ALLEN ST SCHOOL ST WILSON ST OE End Node: 56718 Int of ALLEN ST SCHOOL ST WILSON ST

Type of Crash: 2 - Rear End / Sideswipe Type of Location: 6 - Driveways
Weather: 1 - Clear Light: 4 - Dark - Lighted
Road Grade: 1 - Level Surface Condition: 1 - Dry
Traffic Control: 13 - None
Cont. Circ. Env 1 1 - None Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

Narrative
U1 WAS TRAVELING ON WILSON STREET PREPARING TO TURN RIGHT INTO THE CHURCH PARKING LOT. U2 WAS PARKED LEGALLY ON WILSON ST IN FRONT OF THE CHURCH. U1 FAILED TO CLEAR THE PARKED VEHICLE AND CLIPPED THE LEFT FRONT CORNER OF U2. U2 WAS UNOCCUPIED AT THE TIME OF THE CRASH.



Unit: 1 Type: 3 - Passenger Van
Most Damaged Area:
Pre-Crash Actions: 5 - Making right turn
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 3:
Driver Distracted By: 1 - Not Distracted
Driver Action 1: 10 - Improper Turn

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

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 1 - Driver, 21, 2 - Female, 5 - No Injury

Unit: 2 Type: 1 - Passenger Car
Most Damaged Area: 11 - Front Driver Corner
Pre-Crash Actions: 13 - Parked Legally
Seq. Events 1: 22 - Parked Motor Vehicle
Seq. Events 3:
Driver Distracted By:
Driver Action 1:

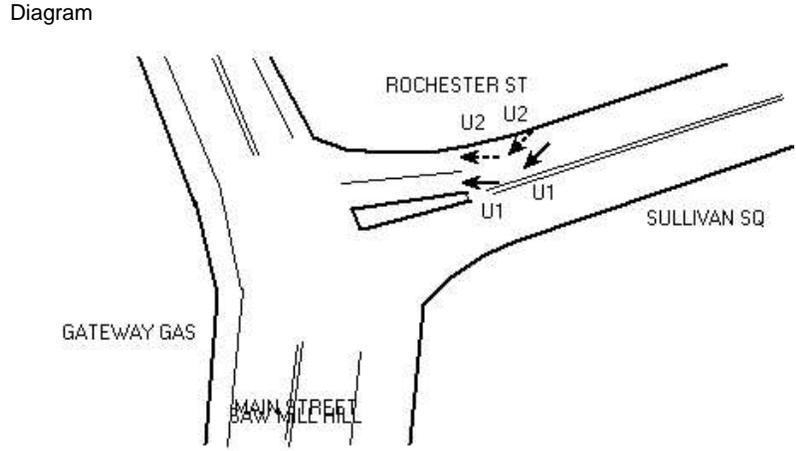
Veh. Travel Dir.: 4 - Westbound
Most Harmful Event: 14 - Parked Motor Vehicle
Contrib Circ. - Vehicle: 1 - None
Seq. Events 2:
Seq. Events 4:
Cond. at Time Crash:
Driver Action 2:

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 25 - Last Known Operator/Owner, 64, 1 - Male, 5 - No Injury

Crash Date: 1/13/2017 Time: 15:12 City: Berwick Street/Highway: 9 ROCHESTER ST
Start Node: 52116 Int of BOW ST ROCHESTER ST End Node: 56715 Int of ROCHESTER ST SAWMILL HL SULLIVAN ST Offset: 0.02
OE Start Node: 56715 Int of ROCHESTER ST SAWMILL HL SULLIVAN ST OE End Node: 56715 Int of ROCHESTER ST SAWMILL HL SULLIVAN ST

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

Narrative
U1 AND U2 WERE ON ROCHESTER STREET HEADING TOWARDS THE TRAFFIC LIGHT AT INTERSECTION OF SULLIVAN SQ. U2 WAS IN THE RIGHT LANE AND U1 WAS IN THE LEFT LANE. BOTH VEHICLES COLLIDED WITH EACH OTHER. OPERATOR'S GOT OUT AND SPOKE, THEN O1 LEFT THE SCENE IN U1 TOWARDS SCHOOL STREET.



WHITE BOX TRUCK WITH NO ID ON THE SIDES, DRIVEN BY AN AFRICAN AMERICAN MALE. FILE 4 SENT BUT UNABLE TO LOCATE U2.

Unit: 1 Type: 4 - Cargo Van (10K lbs or Less)
Most Damaged Area: 2 - Front Passenger Quarter Panel
Pre-Crash Actions: 1 - Following roadway
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 3:
Driver Distracted By:
Driver Action 1:

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

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 1 - Driver, 5 - No Injury

Unit: 2 Type: 5 - Pickup
Most Damaged Area: 10 - Front Driver Quarter Panel
Pre-Crash Actions: 1 - Following roadway
Seq. Events 1: 21 - Motor Vehicle In Transport
Seq. Events 3:
Driver Distracted By: 1 - Not Distracted
Driver Action 1: 19 - Other Contributing Action

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

Table with 4 columns: Person Type, Age, Sex, Injury Degree. Row 1: 6 - Driver/Owner, 61, 1 - Male, 5 - No Injury

Crash Date: 5/26/2010 Time: 16:39 City: Berwick Street/Highway: 6 SAWMILL HILL
 Start Node: 56716 Int of SAWMILL HL SCHOOL ST End Node: 0 Offset: 0
 OE Start Node: 56716 Int of SAWMILL HL SCHOOL ST OE End Node:

Type of Crash: 9 - Bicycle
 Weather: 1 - Clear
 Road Grade: 1 - Level
 Traffic Control: 13 - None

Type of Location: 3 - Three Leg Intersection
 Light: 1 - Daylight
 Surface Condition: 1 - Dry

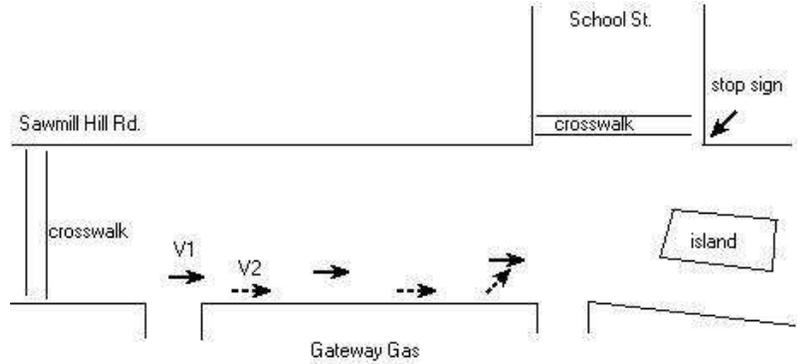
Cont. Circ. Env 1
 Cont. Circ. Road 1

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

Narrative

V1 was travelling east on Sawmill Hill Road and was going to continue turning north on to School Street. V2 was travelling east on Sawmill Hill Road and was going to turn on to School Street as well. V2 (cyclist) made a left turn without looking or making a signal to go north on School Street at the same time V1 did and V1 struck V2.

Diagram



Unit: 1 Type: 5 - Pickup

Most Damaged Area:
 Pre-Crash Actions: 1 - Following roadway
 Seq. Events 1:
 Seq. Events 3:
 Driver Distracted By:
 Driver Action 1:

Veh. Travel Dir.: 3 - Eastbound
 Most Harmful Event:
 Contrib Circ. - Vehicle: 1 - None
 Seq. Events 2:
 Seq. Events 4:
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	66	1 - Male	5 - No Injury

Unit: 2 Type: 23 - Bicyclist

Most Damaged Area:
 Pre-Crash Actions:
 Seq. Events 1:
 Seq. Events 3:
 Driver Distracted By:
 Driver Action 1:

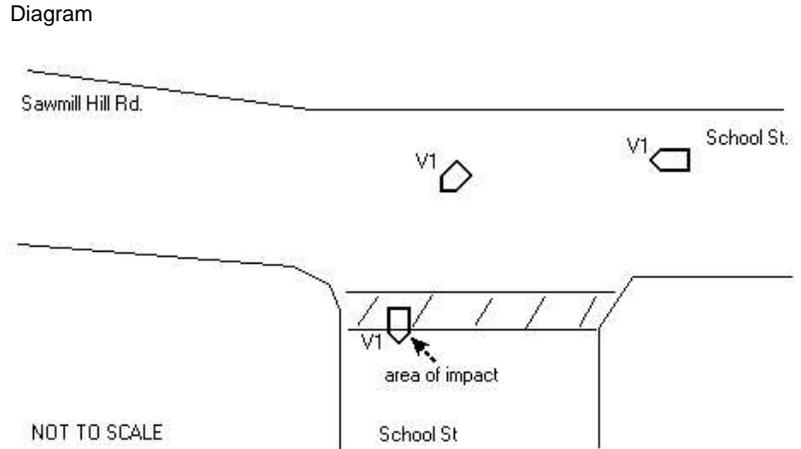
Veh. Travel Dir.: 3 - Eastbound
 Most Harmful Event:
 Contrib Circ. - Vehicle: 1 - None
 Seq. Events 2:
 Seq. Events 4:
 Cond. at Time Crash:
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
7 - Bicycle	55	1 - Male	4 - Possible Injury

Crash Date: 8/18/2016 Time: 16:45 City: Berwick Street/Highway: 2 SCHOOL ST
 Start Node: 56716 Int of SAWMILL HL SCHOOL ST End Node: 0 Offset: 0
 OE Start Node: OE End Node:

Type of Crash: 5 - Pedestrians	Type of Location: 3 - Three Leg Intersection
Weather: 1 - Clear	Light: 1 - Daylight
Road Grade: 1 - Level	Surface Condition: 1 - Dry
Traffic Control: 13 - None	
Cont. Circ. Env 1 1 - None	Cont. Circ. Env 2
Cont. Circ. Road 1 1 - None	Cont. Circ. Road 2

Narrative
 V1 was driving east on School Street. V1 struck a pedestrian that was crossing School Street on a marked cross walk.



Unit: 1 Type: 5 - Pickup
 Most Damaged Area:
 Pre-Crash Actions: 1 - Following roadway
 Seq. Events 1: 17 - Pedestrian
 Seq. Events 3:
 Driver Distracted By: 1 - Not Distracted
 Driver Action 1: 3 - Failed to Yield Right-of-Way

Veh. Travel Dir.: 3 - Eastbound
 Most Harmful Event: 9 - Pedestrian
 Contrib Circ. - Vehicle: 12 - Mirrors
 Seq. Events 2:
 Seq. Events 4:
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	42	1 - Male	5 - No Injury

Unit: 2 Type: 22 - Pedestrian
 Most Damaged Area:
 Pre-Crash Actions:
 Seq. Events 1:
 Seq. Events 3:
 Driver Distracted By:
 Driver Action 1:

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

Person Type	Age	Sex	Injury Degree
3 - Pedestrian	79	2 - Female	4 - Possible Injury

Maine Crash Report Summary

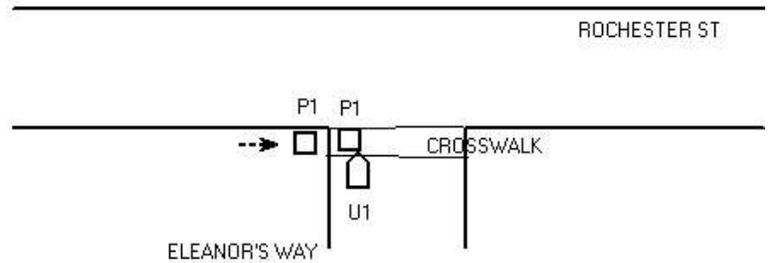
Crash Date: 7/27/2017 Time: 12:04 City: Berwick Street/Highway: 14 ROCHESTER ST
 Start Node: 52117 Int of ELEANORS WY ROCHESTER ST End Node: 0 Offset: 0
 OE Start Node: 52117 Int of ELEANORS WY ROCHESTER ST OE End Node: 52117 Int of ELEANORS WY ROCHESTER ST

Type of Crash: 5 - Pedestrians Type of Location: 3 - Three Leg Intersection
 Weather: 1 - Clear Light: 1 - Daylight
 Road Grade: 1 - Level Surface Condition: 1 - Dry
 Traffic Control: 5 - Stop Signs - Other
 Cont. Circ. Env 1 1 - None Cont. Circ. Env 2
 Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

Narrative Diagram

Crash Narrative

U1 WAS STOPPED ON ELEANOR'S WAY PREPARING TO TURN LEFT ONTO ROCHESTER ST. PED1 WAS ALSO ON ELEANOR'S WAY (TOWN HALL SIDE) CROSSING IN THE MARKED CROSS WALK TO CONTINUE ONTO ROCHESTER STREET. U1 LOOKED RIGHT FOR ONCOMING TRAFFIC AND SEEING NONE BEGAN TO MAKE THE LEFT TURN. U1 FAILED TO SEE PED1 AND COLLIDED WITH SUBJECT. MINOR INJURIES TO PED1. WITNESS CONFIRMED STORIES OF BOTH INVOLVED SUBJECTS.



Unit: 1 Type: 1 - Passenger Car
 Most Damaged Area:
 Pre-Crash Actions: 6 - Making left turn
 Seq. Events 1: 17 - Pedestrian
 Seq. Events 3:
 Driver Distracted By: 1 - Not Distracted
 Driver Action 1: 3 - Failed to Yield Right-of-Way

Veh. Travel Dir.: 4 - Westbound
 Most Harmful Event: 9 - Pedestrian
 Contrib Circ. - Vehicle: 1 - None
 Seq. Events 2:
 Seq. Events 4:
 Cond. at Time Crash: 1 - Apparently Normal
 Driver Action 2:

Person Type	Age	Sex	Injury Degree
6 - Driver/Owner	29	2 - Female	5 - No Injury

Unit: 2 Type: 22 - Pedestrian
 Most Damaged Area:
 Pre-Crash Actions:
 Seq. Events 1:
 Seq. Events 3:
 Driver Distracted By:
 Driver Action 1:

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

Person Type	Age	Sex	Injury Degree
3 - Pedestrian	18	2 - Female	4 - Possible Injury

D. Bicycle Recommendations Report

Street by Street Recommendations

Allen Street

Recommendations for Improvement

- Add W-11 series bike/ped, Bike Lane or Bikes May Use Full Lane signage

Bow Street

Recommendations for Improvement

- Add shared lane markings 6 feet from curbing/edge of road
- Add W-11 series bike/ped, Bike Lane or Bikes May Use Full Lane signage
- Implement access management strategies for the parking lot behind the Corner Point Brewing Company to minimize potential conflicts with bicycles, pedestrians and vehicle
- Add bicycle parking adjacent to the Corner Point Brewing Company

Bridge Street

Recommendations for Improvement

- Add shared lane markings, positioned 5 feet off the curb, on each side of the roadway
- Add W-11 series bike/ped, Bike Lane or Bikes May Use Full Lane signage
- Centerline striping is not recommended on this roadway

Eleanor's Way

Recommendations for Improvement

- Make the road two-way for vehicle traffic
- Add shared lane markings centered in 10.5 foot travel lanes
- Remove "pork chop" traffic island at Sullivan Street and creating a squared T intersection to calm traffic and make access simpler
- Add W-11 series bike/ped, Bike Lane or Bikes May Use Full Lane signage
- Add bicycle parking adjacent to the Berwick Town Hall

Market Street Bridge

Recommendations for Improvement

Bicycle Heavy:

- Narrow vehicular travel lanes to 10.5ft and add consistent 5 foot bike lanes on each side that tie into bike lanes on Saw Mill Hill Road
- Add W-11 series bike/ped, Bike Lane or Bikes May Use Full Lane signage

Bicycle Lite:

- Add shared lane markings, positioned 5-6 feet off the curb, on each side of the bridge
- Add W-11 series bike/ped, Bike Lane or Bikes May Use Full Lane signage

Rochester Street

Recommendations for Improvement

One Way Segment:

- Add bicycle parking for access to town offices and future retail spaces
- Add W-11 series bike/ped, Bike Lane or Bikes May Use Full Lane signage

Two Way Segment:

- Add shared lane markings, positioned 5-6 feet off the curb, on each side of the roadway
- Add W-11 series bike/ped, Bike Lane or Bikes May Use Full Lane signage as appropriate

Saw Mill Hill Road

Recommendations for Improvement

Bicycle Heavy:

- Add 5 foot bike lanes on each side of roadway to fit the following conditions:
 - Locate westbound bike lane to the left of existing right turn lane onto Sullivan Street
 - Add bike box at intersection with Sullivan Street for bicyclists heading eastbound to facilitate a safe left turn
 - Add dashed advisory lanes across intersection to bike lanes on bridge
 - Terminate bicycle lane 50 feet from the intersection with School Street; shared lane markings centered in the lane should be added in the final segment of the roadway to provide lateral position guidance so as to reduce conflicts with vehicles
- Add bicycle parking near Back Street for park use
- Add W-11 series bike/ped, Bike Lane or Bikes May Use Full Lane signage

Bicycle Lite:

- Add shared lane markings, positioned 5-6 feet off the curb, on each side of the roadway
- Add bicycle parking near Back Street for park use
- Add W-11 series bike/ped, Bike Lane or Bikes May Use Full Lane signage

School Street

Recommendations for Improvement

- Add W-11 series bike/ped, Bike Lane or Bikes May Use Full Lane signage
- Add shared lane markings, positioned 5 feet off the curb, on each side of the roadway

Sullivan Street

Recommendations for Improvement

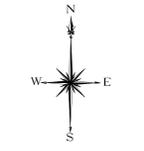
- Add W-11 series bike/ped, Bike Lane or Bikes May Use Full Lane signage
- Add shared lane markings, positioned 5 feet off the curb, on each side of the roadway
- Add bicycle parking adjacent to downtown businesses, Town Hall, and any future greenspace

Wilson Street

Recommendations for Improvement

- Add shared lane markings, positioned 5 feet off shoulder stripe, on each side of the roadway
- Add W-11 series bike/ped, Bike Lane or Bikes May Use Full Lane signage

E. Concept Alternatives 1, 2, 3



MILONE & MACBROOM
 98 REALTY DRIVE
 CHESTER, CT 06460
 203.271.1775
 WWW.MJMC.COM

DESCRIPTION	DATE BY

CONCEPTUAL DOWNTOWN IMPROVEMENTS - ALT 1

BERWICK, MAINE

DESIGNED: NJY
 DRAWN: []
 CHECKED: []

SCALE: 1" = 0'

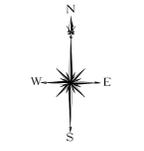
DATE: MONTH DD, YYYY

PROJECT NO: 6510-02

SHEET NO: --- OF []

C-1

SHEET NAME



MILONE & MACBROOM
 98 REALTY DRIVE
 CHESTER, CT 06460
 203.271.1775
 WWW.MJMC.COM

DESCRIPTION	DATE BY

DESCRIPTION	DATE BY

CONCEPTUAL IMPROVEMENTS - ALT 2

BERWICK, MAINE

DESIGNED: NJY
 DRAWN: ---
 CHECKED: ---

SCALE: 1" = 0'

DATE: MONTH DD, YYYY

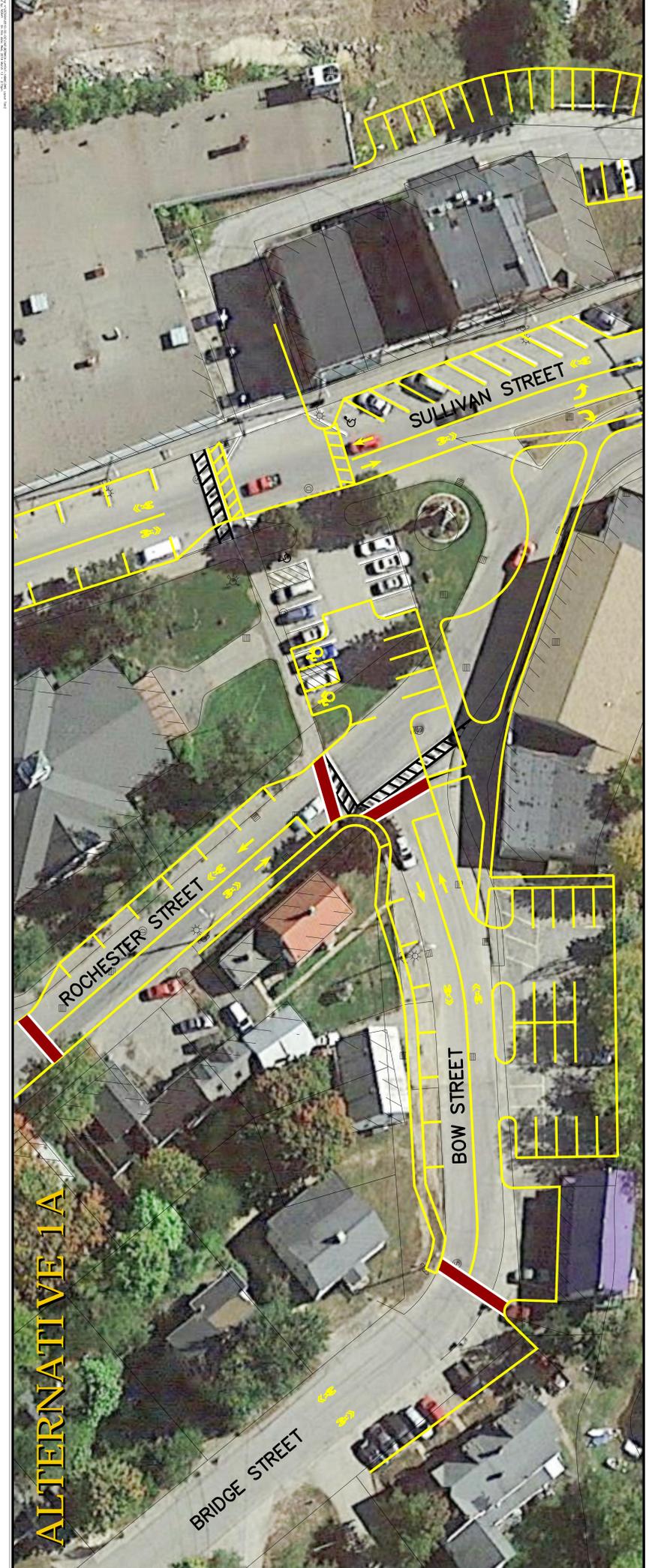
PROJECT NO: 6510-02

SHEET NO: --- OF ---

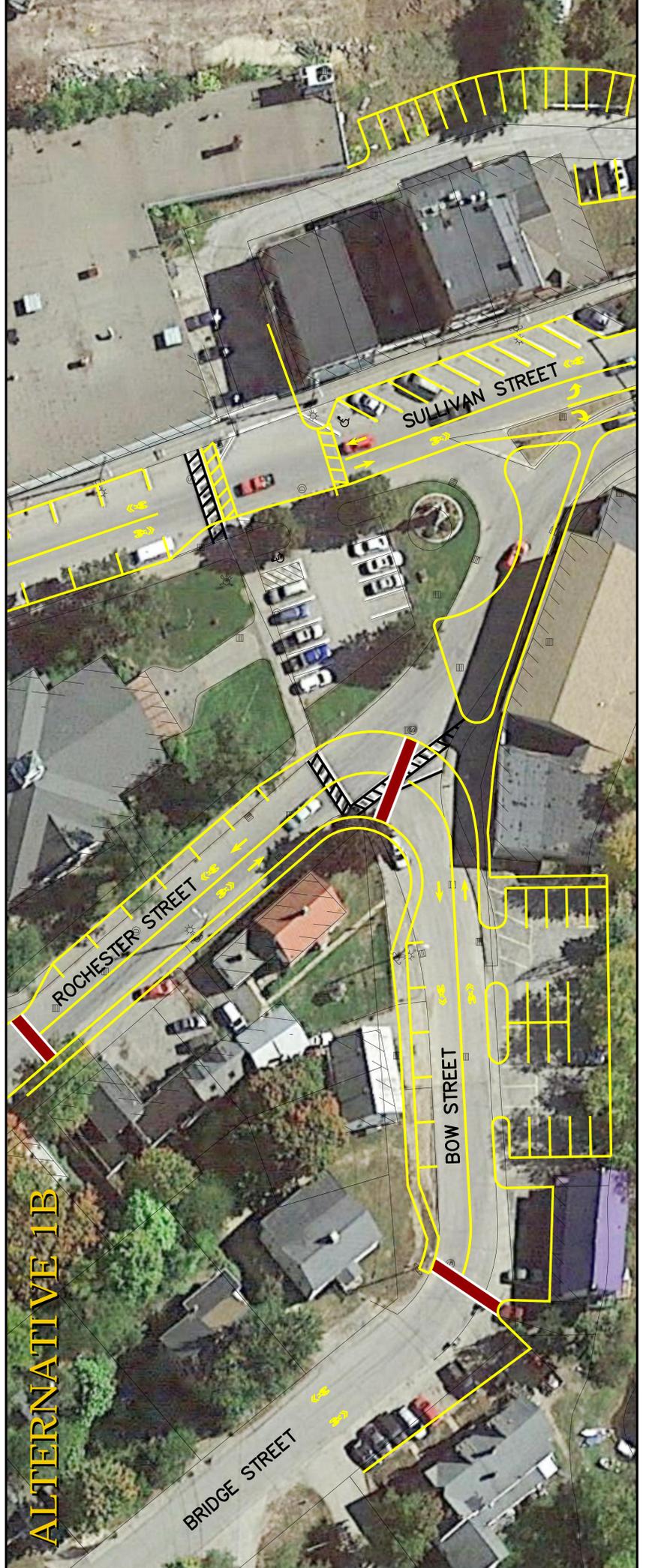
C-2

SHEET NAME

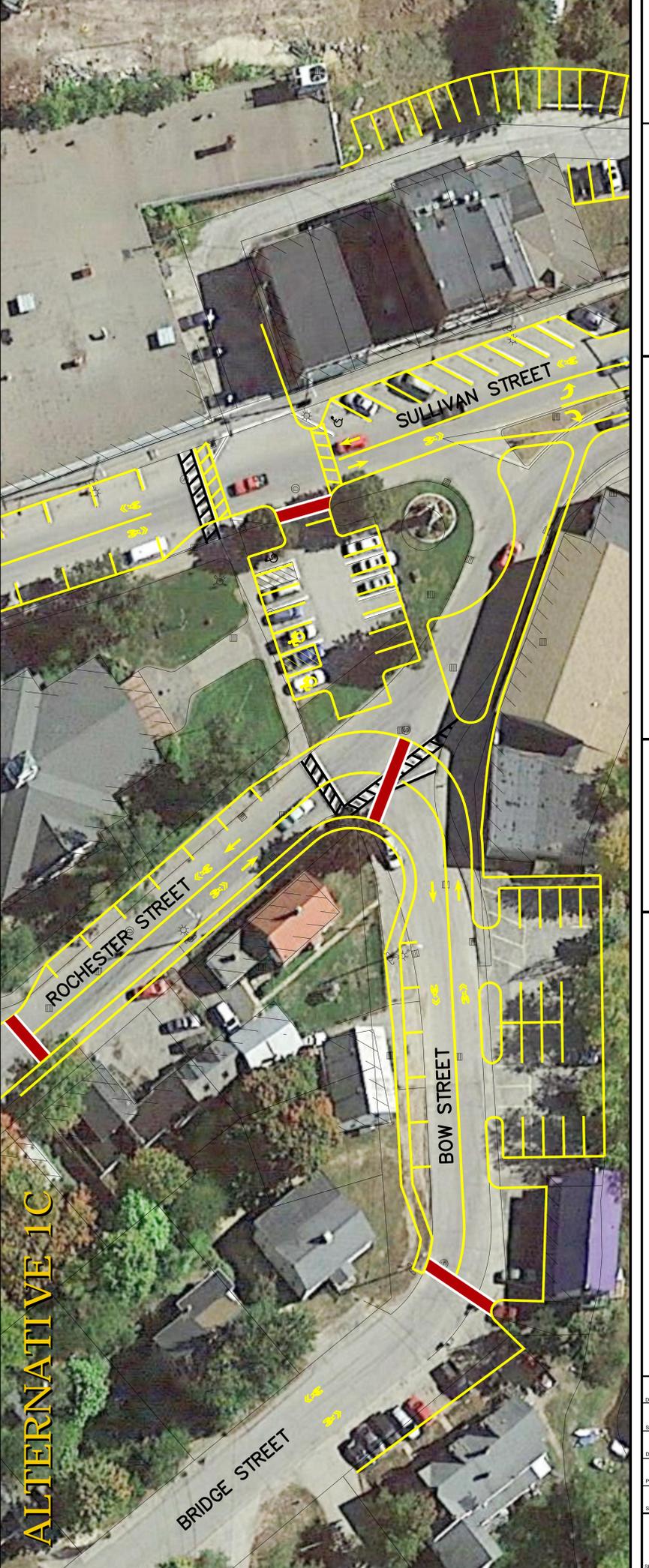
F. Concept Alternatives 1A, 2A, 3A



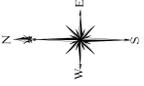
ALTERNATIVE 1A



ALTERNATIVE 1B



ALTERNATIVE 1C



MILONE & MACBROOM
 131 MIDDLE STREET, SUITE 201
 PORTLAND, ME 04101
 207.541.8544
 WWW.MJMINC.COM

DESCRIPTION	DATE BY

CONCEPTUAL DOWNTOWN IMPROVEMENTS
DRAFT - FOR PLANNING PURPOSES ONLY
 BERWICK, MAINE

DESIGNED: NJY	DRAWN: ---	CHECKED: ---
SCALE: 1"=20'		
DATE: MARCH 12, 2019		
PROJECT NO: 6510-02		
SHEET NO: ---		
IMP-02		