

February 10, 2011

Mr. Nathan Poore
Town Manager
Town of Falmouth
271 Falmouth Road
Falmouth, ME 04105

RE: Truck Route Assessment
Cut-Through Streets from Falmouth to Middle Road

Dear Nathan:

Per your request, Gorrill-Palmer Consulting Engineers, Inc. has completed a truck route study for Ledgewood Road, Pleasant Hill Road, Brook Road, Merrill Road, Blueberry Lane, and Lunt Road.

Maine DOT Roadway Classification:

Ledgewood Road, Pleasant Hill Road, Merrill Road and Blueberry Lane are all designated by the MaineDOT as local roadways. Lunt Road and the majority of Brook Road are classified as major collector roadways by the MaineDOT, and as such, it is our understanding that the Town is precluded from limiting trucks on Lunt Road and Brook Road (from Leighton Road to the Westbrook town line).

Roadway Geometrics:

Gorrill-Palmer Consulting Engineers Inc. performed both a site visit and evaluated roadway geometrics based on available GIS data and a site walk of each roadway. Overall the roadways were found to generally conform to current minimum design standards although some deficiencies are noted in the summary below.

Ledgewood Road: While the section of Ledgewood Road that was reconstructed in the fall of 2010 does have sidewalks as well as shoulders, the section of the roadway which has yet to be reconstructed does not. The roadway also has limited turning radii onto Middle Road. The posted speed limit is 30 mph.

Pleasant Hill Road: This roadway has little to no shoulder, no sidewalk, two speed tables, horizontal and vertical curves which appear to just meet minimum standards, and is abutted by residential homes. The posted speed limit is 25 mph.

Merrill Road: Merrill Road has little to no shoulder, no sidewalk, and abutted by residential uses. The posted speed limit is 30 mph.

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Blueberry Lane: Blueberry Lane has a sidewalk the entire length, horizontal and vertical curves which appear to just meet minimum standards, limited turning radii onto Middle and Falmouth Roads, and is abutted by residential housing for the elderly. The posted speed limit is 25 mph.

Lunt Road: Lunt Road has shoulders as well as sidewalks. The posted speed on Lunt Road is 25 mph. It is abutted by residential uses and a public school which may be converted into a community center.

Brook Road: Although only about 15% of the roadway has a sidewalk, the entire road has shoulders, The posted speed on Brook Road is 30 mph.

Vehicle Classifications and Truck Volumes:

The MaineDOT utilizes the Federal Highway Administration (FHWA) classification for vehicles, which provides 13 categories of vehicles, ranging from motorcycles (Type 1) to multi-trailer trucks with seven or more axles (Type 13). It should be noted that the FHWA categories do not classify buses as trucks unless modified to conform to specific characteristics of a truck type. The FHWA classifications for buses and larger are as follows:

Type 4, Buses -- All vehicles manufactured as traditional passenger-carrying buses with two axles and six tires or three or more axles. This category includes only traditional buses (including school buses) functioning as passenger-carrying vehicles. Modified buses should be considered to be a truck and should be appropriately classified.

Type 5, Two-Axle, Six-Tire, Single-Unit (SU) Trucks -- All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., with two axles and dual rear wheels.

Type 6, Three-Axle Single-Unit (SU) Trucks -- All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., with three axles.

Type 7, Four or More Axle Single-Unit (SU) Trucks -- All trucks on a single frame with four or more axles.

Type 8, Four or Fewer Axle Single-Trailer Trucks -- All vehicles with four or fewer axles consisting of two units, one of which is a tractor or straight truck power unit.

Type 9, Five-Axle Single-Trailer Trucks -- All five-axle vehicles consisting of two units, one of which is a tractor or straight truck power unit.

Type 10, Six or More Axle Single-Trailer Trucks -- All vehicles with six or more axles consisting of two units, one of which is a tractor or straight truck power unit.

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Type 11, Five or fewer Axle Multi-Trailer Trucks -- All vehicles with five or fewer axles consisting of three or more units, one of which is a tractor or straight truck power unit.

Type 12, Six-Axle Multi-Trailer Trucks -- All six-axle vehicles consisting of three or more units, one of which is a tractor or straight truck power unit.

Type 13, Seven or More Axle Multi-Trailer Trucks -- All vehicles with seven or more axles consisting of three or more units, one of which is a tractor or straight truck power unit.

Although these categories consider buses separate from trucks, for the purposes of this assessment, buses have been included with trucks.

The following tables illustrate the traffic volumes observed and the percent trucks based on the automatic traffic counts and the manual turning movement counts:

Percentages of Trucks at Automatic Counter Locations

Type of Vehicle	Brook Rd.	Blueberry Lane	Merrill Rd.	Lunt Rd.	Ledgewood Rd.	Pleasant Hill Rd.
Buses	4%	3%	<1%	1%	<1%	1%
SU	2%	19%	3%	2%	2%	2%
Trailer	1%	<1%	<1%	2%	1%	1%
Total Trucks*	3%	19%	3%	4%	3%	3%

*Total based on SU (Single Unit) Trucks and Trailer Trucks

Percentages of Trucks at Turning Movement Count Locations (3:00-6:00 PM)

Type of Vehicle	Middle@Pleas.	Middle@Merrill	Middle@Blueb	Middle@Lunt	Brook@Leighton	Middle@Ledge
Buses/SU	3%	4%	3%	3%	3%	3%
Trailer	<1%	1%	1%	<1%	<1%	1%
Total Trucks	3%	5%	4%	3%	3%	4%

In general, traffic volumes on the roadways were 1,500 vehicles per day or less except for Lunt Road which carries nearly 4,500 vehicles per day. Truck traffic on the roadways inclusive of delivery trucks such as UPS and FED EX were generally about three percent except for Blueberry Road which has a higher percentage of trucks (almost all delivery). Very few if any tractor trailer trucks were observed on any of these roads. Peak hour counts resulted in overall volumes of three to five percent trucks, although these totals include buses.

Crash History:

Our office obtained the most recent three-year crash history from MaineDOT. Based on the history, none of the roadways are classified as a high crash locations (8 or more collisions over a three year period with a critical rate

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factor (considers severity and vehicle miles traveled) of 1.00 or more). A summary of the collision data is included on Figure 1 enclosed with this letter.

Our office reviewed the collision information to determine the amount of collisions related to trucks. Based on the collision data, there were the following incidents involving trucks between 2007 and 2009:

Lunt Road from Falmouth Road to Middle Road:	1 collision out of 12 (school bus)
Pleasant Hill Road from Allen Avenue to Middle Road:	0 collisions out of 3
Ledgewood Drive from Allen Avenue to Middle Road:	1 collision out of 12 (box truck)
Brook Road from Blackstrap Road to Mountain Road:	0 collisions out of 4
Blueberry Lane from Route 9 to Falmouth Road:	1 collision out of 5 (box truck)
<u>Merrill Road from Route 9 to Falmouth Road:</u>	<u>0 collisions out of 1</u>
TOTAL:	3 collisions out of 37

Based on the data, a bus or truck was involved in three collisions in the overall study area. This frequency is sporadic at best, and does not suggest a pattern of incidents related to trucks and is at or below a typical level for collector roads. It should also be noted that the incidents involve vehicles likely to utilize these streets for students or deliveries, as opposed to larger trucks passing through the area.

Roadway Structure:

While an evaluation of the roadway pavement structure, including the suitability and depth of the pavement and base was beyond the scope of this evaluation, it is likely that with the exception of Lunt Road and Brook Road, the structure of the existing roadways were not intended to accommodate significant truck traffic and would deteriorate at an accelerated rate if a significant amount of heavy vehicle traffic was added. However, it should be noted that this is a common issue with many local roads in southern Maine and other communities.

Turning Movements at Leighton Road and Brook Road

Our office utilized industry-standard turning templates to investigate movements at the intersection of Leighton Road and Brook Road, which meets at a skew. Based on the templates, buses and single-unit vehicles (such as delivery vehicles) can make right turns from Leighton Road to Brook Road, and left turns from Brook Road to Leighton Road without crossing into an opposing lane of traffic. Larger vehicles, namely tractor trailer-type trucks, would require use of the opposing lane.

However, based on the turning movement count completed on December 2, 2010 by our office, only smaller trucks and buses made these movements. As such, it appears that movements by tractor trailers, if they take place, are sporadic in nature. Based on the collision data, no trucks were involved in collisions at this location from 2007 to 2009. Lastly, for a more rural community such as Falmouth, skewed intersections are not

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uncommon, and similar angles exist at intersections with similar volumes or higher, such as Falmouth Road at Middle Road and Bucknam Road as well as Falmouth Road at Woodville Road.

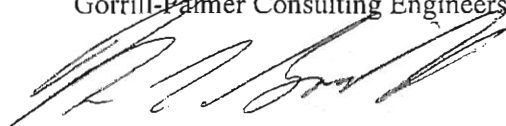
Conclusions:

The goal of this evaluation was to determine the suitability of Ledgewood Road, Pleasant Hill Road, Brook Road, Merrill Road, Blueberry Lane, and Lunt Road to accommodate truck traffic. Since both Lunt Road and Brook Road are classified as Collector roads, it is our understanding that truck traffic cannot be restricted on these roads; however, they both appear to be able to safely accommodate truck traffic (without consideration of land use issue which were not within the scope of this study). It is the opinion of Gorrill-Palmer that the remaining roads (Ledgewood, Pleasant Hill, Merrill Roads and Blueberry Lane) are similar in their characteristics and can accommodate a minor amount of truck traffic. Based on the volume of observed trucks and the collision history, it is our opinion that these roads are only experiencing a minor amount of truck traffic.

Please do not hesitate to contact our office with any questions you may have.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.



Thomas L. Gorrill, P.E., PTOE
President

Attachment

Copy: Jay Reynolds

2439/2439-SummaryLetter_20101214

SUPPORTING DATA

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

Crash Summary I Section Detail Crash Summary II 1320 Included 1320 & Driver Report Included

REPORT DESCRIPTION

Blueberry

REPORT PARAMETERS

Year 2007, Start Month 1 through Year 2009 End Month: 12

Route: 0540962

Start Node: 15222

Start Offset: 0

Exclude First Node

End Node: 15223

End Offset: 0

Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury	Percent Injury	Annual Ent-Veh	M Crash Rate	Critical Rate	CRF
15222	0540962 - 0	0505637 FAL,RTE 9,BLUEBERRY LA	2	1	0	0	0	0	1	0	0.0	1,499	0.22	0.43	0.00
15223	0540962 - 0.53	0505638 FAL,FALMOUTH RD,BLUEBERRY LA	2	2	0	0	1	0	1	50.0	50.0	4,078	0.16	0.33	0.00

Study Years: 3:00

STATEWIDE TOTALS: 3 0 0 1 0 2 33.3 5.577 0.18 0.31 0.58

Crash Summary I

Sections																
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury Crashes			PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
								A	B	C						
15222 0505637	15223 FAL	190750 RTE 9	0 - 0.53 BLUEBERRY LA	0540962 - 0 RD INV 05 40962	0.53	2	2	0	0	0	2	0.0	0.00068	973.50	1295.56	0.00
Study Years: 3.00						Section Totals:	2	0	0	0	2	0.0	0.00068	973.50	1295.56	0.75
Grand Totals:						0.53	5	0	0	1	0	20.0	0.00068	2433.75	1530.90	1.59

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree				
15222	15223	190750	0 - 0.53	0540962 - 0	2	0	0	0	0	2	2008-28050 2009-26230	11/13/2008 11/16/2009	0.43 0.50	PD PD				
Totals:											2	0	0	0	0	2		

Crash Summary II - Characteristics

Crashes by Day and Hour

Day Of Week	Hour of Day												Un	Tot												
	AM						PM																			
	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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
MONDAY	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2
TUESDAY	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	1
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	5

Crashes by Year and Month

Month	2007	2008	2009	Total
JANUARY	1	0	0	1
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	1	1
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	1	1	2
DECEMBER	0	1	0	1
Total	1	2	2	5

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-2 Door	0	32-3 Axle Tractor with Tandem Axle Semi	0
2-4 Door	5	33-3 Axle Tractor with Tridem Axle Semi	0
3-Convertible	0	35-3 Axle Tractor with Single Axle Semi & 2 Axle Trailer	0
4-Station Wagon	1	36-3 Axle Tractor with Tandem Axle Semi & 2 Axle Trailer	0
5-Van	0	37-5 Axle Semi; Split Trailer Tandem	0
6-Pickup Truck	1	38-6 Axle Semi; Split Trailer Tandem with Center Axle	0
7-SUV	1	39-6 Axle; Standard Trailer Tandem with Center Axle	0
10-Truck Tractor Only (Bobtail)	0	40-4 Axle Single Unit	0
12-School Bus	0	42-4 Axle Tractor with Tandem Axle Semi	0
13-Motor Home	0	50-Any Other Axle Configuration	0
14-Motorcycle	0	60-Other Unit	0
15-Moped	0	70-ATV	0
16-Motor Bike	0	81-2 Axle Bus	0
17-Bicycle	0	82-3 Axle Bus	0
18-Snowmobile	0	98-Farm Vehicles / Tractors	0
20-2 Axle Single Unit with Dual Tires	2	99-Unknown	0
21-2 Axle Tractor with Single Axle Semi	1	Total	9
22-2 Axle Tractor with Tandem Axle Semi	5		
25-2 Axle Tractor with Single Axle Semi & 2 Axle Trailer	0		
30-3 Axle Single Unit	1		
31-3 Axle Tractor with Single Axle Semi	0		

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

Crash Summary I Section Detail Crash Summary II 1320 Included 1320 & Driver Report Included

REPORT DESCRIPTION

Merrill

REPORT PARAMETERS

Year 2007, Start Month 1 through Year 2009 End Month: 12

Route: **0540033**

Start Node: **17704**

Start Offset: **0**

Exclude First Node

End Node: **17705**

End Offset: **0**

Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury	Percent Injury	Annual Ent-Veh	M Crash Rate	Critical Rate	CRF	
17704	0540033 - 0	0508122 FAL,RTE 9,MERRILL RD	2	0	0	0	0	0	0	0	0.0	1,671	0.00	0.42	0.00	
17905	0540033 - 0.17	Non-Int MERRILL RD	2	0	0	0	0	0	0	0	0.0	0,214	0.00	0.56	0.00	
59633	0540033 - 0.40	Int of MERRILL RD, VERONICA LN	2	0	0	0	0	0	0	0	0.0	0,216	0.00	0.57	0.00	
17705	0540033 - 0.51	Int of FALMOUTH RD, MERRILL RD	2	1	0	0	0	1	0	100.0	100.0	3,963	0.08	0.34	0.00	
Study Years: 3.00																
NODE TOTALS:				1	0	0	0	1	0	100.0	100.0	6,064	0.05	0.30	0.18	

Crash Summary I

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	Sections					Annual HMVM	Crash Rate	Critical Rate	CRF	
							A	B	C	PD	Injury					Percent Injury
17704	17905	193423 0508122 FAL, RTE 9, MERRILL RD	0 - 0.17	0540033 - 0 RD INV 05 40033	0.17	2	0	0	0	0	0	0.00037	0.00	1496.67	0.00	
59633	17905	2038037 Int of MERRILL RD, VERONICA LN	0 - 0.23	0540033 - 0.17 RD INV 05 40033	0.23	2	0	0	0	0	0	0.00048	0.00	1413.43	0.00	
17705	59633	2038036 Int of FALMOUTH RD, MERRILL RD	0 - 0.11	0540033 - 0.29 RD INV 05 40033	0.11	2	0	0	0	0	0	0.00019	0.00	1680.43	0.00	
Section Totals:					0.51	0	0	0	0	0	0	0.00105	0.00	1162.62	0.00	
Grand Totals:					0.51	1	0	0	0	1	0	100.0	0.00105	318.93	1372.31	0.23

Study Years: 3.00

aine Department Of Transportation - Traffic Engineering, Crash Records Section
Crash Summary II - Characteristics

Crashes by Day and Hour

Day Of Week	Hour of Day												Un	Tot												
	AM						PM																			
	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	1
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	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

Crashes by Year and Month

Month	2007	2008	2009	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	1	0	1
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	0	0
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	0	1	0	1

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-2 Door	0	32-3 Axle Tractor with Tandem Axle Semi	0
2-4 Door	2	33-3 Axle Tractor with Tridem Axle Semi	0
3-Convertible	0	35-3 Axle Tractor with Single Axle Semi & 2 Axle Trailer	0
4-Station Wagon	1	36-3 Axle Tractor with Tandem Axle Semi & 2 Axle Trailer	0
5-Van	0	37-5 Axle Semi; Split Trailer Tandem	0
6-Pickup Truck	0	38-6 Axle Semi; Split Trailer Tandem with Center Axle	0
7-SUV	0	39-6 Axle; Standard Trailer Tandem with Center Axle	0
10-Truck Tractor Only (Bobtail)	0	40-4 Axle Single Unit	0
12-School Bus	0	42-4 Axle Tractor with Tandem Axle Semi	0
13-Motor Home	0	50-Any Other Axle Configuration	0
14-Motorcycle	0	60-Other Unit	0
15-Moped	0	70-ATV	0
16-Motor Bike	0	81-2 Axle Bus	0
17-Bicycle	0	82-3 Axle Bus	0
18-Snowmobile	0	98-Farm Vehicles / Tractors	0
20-2 Axle Single Unit with Dual Tires	0	99-Unknown	0
21-2 Axle Tractor with Single Axle Semi	0	Total	3
22-2 Axle Tractor with Tandem Axle Semi	0		
25-2 Axle Tractor with Single Axle Semi & 2 Axle Trailer	0		
30-3 Axle Single Unit	0		
31-3 Axle Tractor with Single Axle Semi	0		

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

Crash Summary I Section Detail Crash Summary II 1320 Included 1320 & Driver Report Included

REPORT DESCRIPTION

Brook

REPORT PARAMETERS

Year 2007, Start Month 1 through Year 2009 End Month: 12

Route: 0540302

Start Node: 17715

Start Offset: 0

Exclude First Node

End Node: 17719

End Offset: 0

Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury	Percent Injury	Annual Ent-Veh	M Crash Rate	Critical Rate	CRF
17715	0540302 - 0.49	0508133 FAL,BLACKSTRAP RD,BROOK RD	2	1	0	0	0	0	1	0	0.0	2,783	0.12	0.37	0.00
											Statewide	Crash Rate:	0.12		
17722	0540302 - 0.67	0508140 FAL,HAMLIN RD,BROOK RD	2	1	0	0	0	0	1	0	0.0	1,228	0.27	0.45	0.00
											Statewide	Crash Rate:	0.12		
17721	0540302 - 0.74	0508139 FAL,BROOK RD,LEIGHTON RD	2	1	0	0	0	1	0	100.0	1,393	0.24	0.44	0.00	0.00
											Statewide	Crash Rate:	0.12		
17720	0540302 - 0.89	0508138 FAL,BROOK RD,PINEVIEW RD	2	0	0	0	0	0	0	0	0.0	0,269	0.00	0.59	0.00
											Statewide	Crash Rate:	0.14		
15219	0540302 - 1.47	Int of BROOK RD, HALLS HILL RD	2	0	0	0	0	0	0	0	0.0	0,276	0.00	0.60	0.00
											Statewide	Crash Rate:	0.14		
17719	0540302 - 1.75	0508137 FAL,BROOK RD,MOUNTAIN RD	2	1	0	0	0	1	0	100.0	1,264	0.26	0.50	0.00	0.00
											Statewide	Crash Rate:	0.14		

Study Years: 3.00

NODE TOTALS: 4 0 0 0 2 2 2 50.0 7.213 0.18 0.30 0.62

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury Crashes A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
17715 0508133	17722 FAL, BLACKSTRAP RD, BROOK RD	193437	0 - 0.18	0540302 - 0.49 RD INV 05 40302	0.18	2	0	0	0	0	0	0.0 Statewide Crash Rate:	0.00211	0.00	473.84	0.00
17721 0508139	17722 FAL, BROOK RD, LEIGHTON RD	193444	0 - 0.07	0540302 - 0.67 RD INV 05 40302	0.07	2	0	0	0	0	0	0.0 Statewide Crash Rate:	0.00084	0.00	587.99	0.00
17720 0508138	17721 FAL, BROOK RD, PINEVIEW RD	193442	0 - 0.15	0540302 - 0.74 RD INV 05 40302	0.15	2	0	0	0	0	0	0.0 Statewide Crash Rate:	0.00043	0.00	1452.59	0.00
15219 Int of BROOK RD,	17720 FAL, HALLS HILL RD	190746	0 - 0.58	0540302 - 0.89 RD INV 05 40302	0.58	2	0	0	0	0	0	0.0 Statewide Crash Rate:	0.00136	0.00	1085.66	0.00
15219 Int of BROOK RD,	17719 FAL, HALLS HILL RD	190745	0 - 0.28	0540302 - 1.19 RD INV 05 40302	0.28	2	0	0	0	0	0	0.0 Statewide Crash Rate:	0.00077	0.00	1259.57	0.00
Study Years: 3.00					Section Totals:	1.26	0	0	0	0	0	0.0	0.00550	0.00	565.73	0.00
					Grand Totals:	1.26	4	0	0	2	2	50.0	0.00550	242.37	723.98	0.33

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
17715	17722	193437	0 - 0.18	0540302 - 0.49	0	0	0	0	0	0				
17721	17722	193444	0 - 0.07	0540302 - 0.67	0	0	0	0	0	0				
17720	17721	193442	0 - 0.15	0540302 - 0.74	0	0	0	0	0	0				
15219	17720	190746	0 - 0.58	0540302 - 0.89	0	0	0	0	0	0				
15219	17719	190745	0 - 0.28	0540302 - 1.47	0	0	0	0	0	0				

Totals: 0 0 0 0 0 0 0 0 0 0 0

Crash Summary II - Characteristics

Crashes by Day and Hour

Day of Week	Hour of Day												Un	Tot													
	AM						PM																				
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TUESDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
THURSDAY	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
FRIDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Totals	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4	0

Crashes by Year and Month

Month	2007	2008	2009	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	1	0	0	1
APRIL	1	0	0	1
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	1	0	1
AUGUST	0	0	0	0
SEPTEMBER	0	0	0	0
OCTOBER	0	0	0	0
NOVEMBER	0	0	1	1
DECEMBER	0	0	0	0
Total	2	1	1	4

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-2 Door	1	32-3 Axle Tractor with Tandem Axle Semi	0
2-4 Door	2	33-3 Axle Tractor with Tridem Axle Semi	0
3-Convertible	0	35-3 Axle Tractor with Single Axle Semi & 2 Axle Trailer	0
4-Station Wagon	1	36-3 Axle Tractor with Tandem Axle Semi & 2 Axle Trailer	0
5-Van	0	37-5 Axle Semi; Split Trailer Tandem	0
6-Pickup Truck	1	38-6 Axle Semi; Split Trailer Tandem with Center Axle	0
7-SUV	1	39-6 Axle; Standard Trailer Tandem with Center Axle	0
10-Truck Tractor Only (Bobtail)	0	40-4 Axle Single Unit	0
12-School Bus	0	42-4 Axle Tractor with Tandem Axle Semi	0
13-Motor Home	0	50-Any Other Axle Configuration	0
14-Motorcycle	0	60-Other Unit	0
15-Moped	0	70-ATV	0
16-Motor Bike	0	81-2 Axle Bus	0
17-Bicycle	0	82-3 Axle Bus	0
18-Snowmobile	0	98-Farm Vehicles / Tractors	0
20-2 Axle Single Unit with Dual Tires	0	99-Unknown	0
21-2 Axle Tractor with Single Axle Semi	0	Total	6
22-2 Axle Tractor with Tandem Axle Semi	0		
25-2 Axle Tractor with Single Axle Semi & 2 Axle Trailer	0		
30-3 Axle Single Unit	0		
31-3 Axle Tractor with Single Axle Semi	0		

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

Report Selections and Input Parameters

REPORT SELECTIONS

Crash Summary I Section Detail Crash Summary II 1320 Included 1320 & Driver Report Included

REPORT DESCRIPTION

Ledgewood

REPORT PARAMETERS

Year 2007, Start Month 1 through Year 2009 End Month: 12

Route: 0540013

Start Node: 13524

Start Offset: 0

Exclude First Node

End Node: 17689

End Offset: 0

Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury	Percent Inj	Annual Ent-Veh	M Crash Rate	Critical Rate	CRF
13524	0540013 - 0	Int of LEDGEWOOD DR, MIDDLE RD, OCEAN AV	2	2	0	0	1	0	1	50.0	Statewide	2,564	0.26	0.38	0.00
19583	0540013 - 0.24	Int of LEDGEWOOD DR, SLOCUM DR	2	0	0	0	0	0	0	0.0	Statewide	1,216	0.00	0.51	0.00
59642	0540013 - 0.39	Int of LEDGEWOOD DR, NORTH LEDGE TERR	2	0	0	0	0	0	0	0.0	Statewide	1,209	0.00	0.51	0.00
10543	0540013 - 0.60	Int of CHARLOTTE DR, COUNTRY LN, LEDGEWOOD DR	2	1	0	0	0	0	1	0.0	Statewide	1,280	0.26	0.50	0.00
59635	0540013 - 0.95	Int of JAMERSON DR, LEDGEWOOD DR	2	0	0	0	0	0	0	0.0	Statewide	1,274	0.00	0.50	0.00
17734	0540013 - 1.14	Non-Int LEDGEWOOD DR	2	0	0	0	0	0	0	0.0	Statewide	1,286	0.00	0.50	0.00
17689	0540013 - 1.21	Int of ALLEN AV, LEDGEWOOD DR	2	6	0	0	0	0	6	0.0	Statewide	3,794	0.53	0.34	1.55
Study Years: 3.00				9	0	0	1	0	8	11.1		12.623	0.24	0.27	0.89
NODE TOTALS:				9	0	0	1	0	8	11.1		12.623	0.24	0.27	0.89

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	A	B	C	PD	Injury	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
13524	19583	188315	0 - 0.24	0540013 - 0 RD INV 05 40013	0.24	2	3	0	1	0	0	2	33.3 Statewide Crash Rate:	0.00289 400.94	345.61 400.94	896.97	0.00
59642	19583	2038131	0 - 0.15	0540013 - 0.24 RD INV 05 40013	0.15	2	0	0	0	0	0	0	0.0 Statewide Crash Rate:	0.00175 400.94	0.00 400.94	1018.26	0.00
10543	59642	2038130	0 - 0.21	0540013 - 0.39 RD INV 05 40013	0.21	2	0	0	0	0	0	0	0.0 Statewide Crash Rate:	0.00248 400.94	0.00 400.94	931.70	0.00
10543	59635	2038055	0 - 0.35	0540013 - 0.60 RD INV 05 40013	0.35	2	0	0	0	0	0	0	0.0 Statewide Crash Rate:	0.00432 400.94	0.00 400.94	815.54	0.00
59635	17734	2038056	0 - 0.19	0540013 - 0.95 RD INV 05 40013	0.19	2	0	0	0	0	0	0	0.0 Statewide Crash Rate:	0.00244 400.94	0.00 400.94	935.80	0.00
17689	17734	193403	0 - 0.07	0540013 - 1.07 RD INV 05 40013	0.07	2	0	0	0	0	0	0	0.0 Statewide Crash Rate:	0.00090 400.94	0.00 400.94	1207.41	0.00
Study Years: 3.00					Section Totals:	1.21	3	0	1	0	0	2	33.3	0.01478	67.67	634.64	0.11
					Grand Totals:	1.21	12	0	1	1	0	10	16.7	0.01478	270.69	764.24	0.35

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
13524	19583	188315	0 - 0.24	0540013 - 0	3	0	1	0	0	2	2007-32412	10/16/2007	0.10	PD
59642	19583	2038131	0 - 0.15	0540013 - 0.24	0	0	0	0	0	0	2008-11742	04/11/2008	0.14	PD
10543	59642	2038130	0 - 0.21	0540013 - 0.39	0	0	0	0	0	0	2008-33168	12/13/2008	0.20	A
10543	59635	2038055	0 - 0.35	0540013 - 0.60	0	0	0	0	0	0				
59635	17734	2038056	0 - 0.19	0540013 - 0.95	0	0	0	0	0	0				
17689	17734	193403	0 - 0.07	0540013 - 1.14	0	0	0	0	0	0				
Totals:					3	0	1	0	0	2				

aine Department Of Transportation - Traffic Engineering, Crash Records Section
Crash Summary II - Characteristics

Crashes by Day and Hour

Day Of Week	Hour of Day												Un	Tot													
	AM						PM																				
	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	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Totals	0	0	0	0	0	0	0	0	0	0	0	0	0	4	2	1	1	0	0	0	0	0	0	0	0	0	12

Crashes by Year and Month

Month	2007	2008	2009	Total
JANUARY	0	0	1	1
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	1	1	0	2
MAY	0	0	0	0
JUNE	0	0	0	0
JULY	0	0	1	1
AUGUST	1	0	0	1
SEPTEMBER	0	0	0	0
OCTOBER	1	2	0	3
NOVEMBER	0	1	0	1
DECEMBER	0	2	1	3
Total	3	6	3	12

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-2 Door	0	32-3 Axle Tractor with Tandem Axle Semi	0
2-4 Door	10	33-3 Axle Tractor with Tridem Axle Semi	0
3-Convertible	0	35-3 Axle Tractor with Single Axle Semi & 2 Axle Trailer	0
4-Station Wagon	2	36-3 Axle Tractor with Tandem Axle Semi & 2 Axle Trailer	0
5-Van	2	37-5 Axle Semi; Split Trailer Tandem	0
6-Pickup Truck	2	38-6 Axle Semi; Split Trailer Tandem with Center Axle	0
7-SUV	1	39-6 Axle; Standard Trailer Tandem with Center Axle	0
10-Truck Tractor Only (Bobtail)	0	40-4 Axle Single Unit	0
12-School Bus	0	42-4 Axle Tractor with Tandem Axle Semi	0
13-Motor Home	0	50-Any Other Axle Configuration	0
14-Motorcycle	0	60-Other Unit	0
15-Moped	0	70-ATV	0
16-Motor Bike	0	81-2 Axle Bus	0
17-Bicycle	1	82-3 Axle Bus	0
18-Snowmobile	0	98-Farm Vehicles / Tractors	0
20-2 Axle Single Unit with Dual Tires	1	99-Unknown	0
21-2 Axle Tractor with Single Axle Semi	0	Total	19
22-2 Axle Tractor with Tandem Axle Semi	0		
25-2 Axle Tractor with Single Axle Semi & 2 Axle Trailer	0		
30-3 Axle Single Unit	0		
31-3 Axle Tractor with Single Axle Semi	0		

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

Report Selections and Input Parameters

REPORT SELECTIONS

Crash Summary I Section Detail Crash Summary II 1320 Included 1320 & Driver Report Included

REPORT DESCRIPTION

Pleasant Hill

REPORT PARAMETERS

Year 2007, Start Month 1 through Year 2009 End Month: 12

Route: 0540019

Start Node: 17690

Start Offset: 0

Exclude First Node

End Node: 17693

End Offset: 0

Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury	Percent Injury	Annual Ent-Veh	M Crash Rate	Critical Rate	CRF	
17690	0540019 - 0	0508108 FAL,ALLEN AVE,PLEASANT HILL RD	2	1	0	0	1	0	0	100.0	Statewide	2,974	0.11	0.36	0.00	
10553	0540019 - 0.10	Int of KNIGHT HILL RD, PLEASANT HILL	2	0	0	0	0	0	0	0.0	Statewide	0.248	0.00	0.59	0.00	
10555	0540019 - 0.27	Int of PLEASANT HILL, THISTLE LN	2	0	0	0	0	0	0	0.0	Statewide	0.231	0.00	0.58	0.00	
17695	0540019 - 0.47	0508113 FAL,CLIFTON,PLEASANT HILL RD	2	0	0	0	0	0	0	0.0	Statewide	0.215	0.00	0.56	0.00	
17694	0540019 - 0.54	0508112 FAL,PLEASANT HILL,OAKLAND RD	2	0	0	0	0	0	0	0.0	Statewide	0.238	0.00	0.58	0.00	
17693	0540019 - 0.60	Int of MIDDLE RD, PLEASANT HILL	2	1	0	0	0	1	0	100.0	Statewide	1,814	0.18	0.41	0.00	
			NODE TOTALS:			2	0	0	1	1	0	100.0	5,720	0.12	0.31	0.37

Study Years: 3.00

Crash Summary I

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	Injury Crashes					PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
							A	B	C	K	Crashes						
10553	17690	184134	0 - 0.10	0540019 - 0 RD INV 05 40019	0.10	2	1	0	0	0	0	1	0.0	0.00025	1339.06	1618.90	0.00
		Int of KNIGHT HILL RD, PLEASANT HILL											Statewide	Crash Rate: 400.94			
10553	10555	184133	0 - 0.17	0540019 - 0.10 RD INV 05 40019	0.17	2	0	0	0	0	0	0	0.0	0.00038	0.00	1493.98	0.00
		Int of KNIGHT HILL RD, PLEASANT HILL											Statewide	Crash Rate: 400.94			
10555	17695	184136	0 - 0.20	0540019 - 0.27 RD INV 05 40019	0.20	2	0	0	0	0	0	0	0.0	0.00039	0.00	1479.27	0.00
		Int of PLEASANT HILL, THISTLE LN											Statewide	Crash Rate: 400.94			
17694	17695	193411	0 - 0.07	0540019 - 0.47 RD INV 05 40019	0.07	2	0	0	0	0	0	0	0.0	0.00014	0.00	1724.69	0.00
		Int of 0508112 FAL, PLEASANT HILL, OAKLAND RD											Statewide	Crash Rate: 400.94			
17693	17694	193409	0 - 0.06	0540019 - 0.48 RD INV 05 40019	0.06	2	0	0	0	0	0	0	0.0	0.00014	0.00	1727.88	0.00
		Int of MIDDLE RD, PLEASANT HILL											Statewide	Crash Rate: 400.94			
Study Years: 3.00					Section Totals:	0.60	1	0	0	0	0	1	0.0	0.00130	256.26	1098.52	0.23
					Grand Totals:	0.60	3	0	0	1	1	1	66.7	0.00130	768.77	1296.91	0.59

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	
10553	17690	184134	0 - 0.10	0540019 - 0	1	0	0	0	0	0	1	2007-19682	07/12/2007	0.05	PD
10553	10555	184133	0 - 0.17	0540019 - 0.10	0	0	0	0	0	0	0				
10555	17695	184136	0 - 0.20	0540019 - 0.27	0	0	0	0	0	0	0				
17694	17695	193411	0 - 0.07	0540019 - 0.47	0	0	0	0	0	0	0				
17693	17694	193409	0 - 0.06	0540019 - 0.54	0	0	0	0	0	0	0				

Totals: 1 0 0 0 0 0 0 0 0 0 0 0 0 1

Ohio Department of Transportation - Traffic Engineering, Crash Records Section
Crash Summary II - Characteristics

Crashes by Day and Hour

Day of Week	Hour of Day												Un	Tot												
	AM						PM																			
	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	0	0	1	0	0	0	0	0	0	0	0	0	0	1
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
THURSDAY	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
FRIDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	3

Crashes by Year and Month

Month	2007	2008	2009	Total
JANUARY	0	0	0	0
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	1	0	0	1
JULY	1	0	0	1
AUGUST	0	0	0	0
SEPTEMBER	1	0	0	1
OCTOBER	0	0	0	0
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	3	0	0	3

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-2 Door	0	32-3 Axle Tractor with Tandem Axle Semi	0
2-4 Door	2	33-3 Axle Tractor with Tridem Axle Semi	0
3-Convertible	0	35-3 Axle Tractor with Single Axle Semi & 2 Axle Trailer	0
4-Station Wagon	0	36-3 Axle Tractor with Tandem Axle Semi & 2 Axle Trailer	0
5-Van	2	37-5 Axle Semi; Split Trailer Tandem	0
6-Pickup Truck	1	38-6 Axle Semi; Split Trailer Tandem with Center Axle	0
7-SUV	0	39-6 Axle; Standard Trailer Tandem with Center Axle	0
10-Truck Tractor Only (Bobtail)	0	40-4 Axle Single Unit	0
12-School Bus	0	42-4 Axle Tractor with Tandem Axle Semi	0
13-Motor Home	0	50-Any Other Axle Configuration	0
14-Motorcycle	0	60-Other Unit	0
15-Moped	2	70-ATV	0
16-Motor Bike	0	81-2 Axle Bus	0
17-Bicycle	0	82-3 Axle Bus	0
18-Snowmobile	0	98-Farm Vehicles / Tractors	0
20-2 Axle Single Unit with Dual Tires	0	99-Unknown	0
21-2 Axle Tractor with Single Axle Semi	0	Total	7
22-2 Axle Tractor with Tandem Axle Semi	0		
25-2 Axle Tractor with Single Axle Semi & 2 Axle Trailer	0		
30-3 Axle Single Unit	0		
31-3 Axle Tractor with Single Axle Semi	0		

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

2439
N2

Report Selections and Input Parameters

REPORT SELECTIONS

Crash Summary I Section Detail Crash Summary II 1320 Included 1320 & Driver Report Included

REPORT DESCRIPTION

Lunt

REPORT PARAMETERS

Year 2007, Start Month 1 through Year 2009 End Month: 12

Route: 0540204

Start Node: 17729

End Node: 17736

Start Offset: 0

End Offset: 0

Exclude First Node

Exclude Last Node

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
17729	0540204 - 0	0508147 FAL,FALMOUTH RD,LUNT RD	2	3	0	0	0	0	3	0.0	0.0	4,081	0.25	0.33	0.00
17736	0540204 - 0.23	Int of LUNT RD, MIDDLE RD	2	2	0	0	0	0	2	0.0	0.0	3,164	0.21	0.36	0.00

Study Years: 3.00

NODE TOTALS: 5 0 0 0 0 0 5 7.245 0.23 0.29 0.80

Crash Summary I

Sections																
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
17729	17736	193451	0 - 0.23	0540204 - 0 RD INV 05 40204	0.23	2	0	0	0	0	2	0.0	0.00378	176.35	407.40	0.00
Study Years: 3.00						Section Totals:	2	0	0	0	2	0.0	0.00378	176.35	407.40	0.43
Grand Totals:						7	0	0	0	0	7	0.0	0.00378	617.24	596.09	1.04

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree				
17729	17736	193451	0 - 0.23	0540204 - 0	2	0	0	0	0	2	2008-14327 2007-23964	05/23/2008 09/19/2007	0.08 0.12	PD PD				
Totals:											2	0	0	0	0	2		

Line Department Of Transportation - Traffic Engineering, Crash Records Section
Crash Summary II - Characteristics

Crashes by Day and Hour

Day Of Week	Hour of Day												Un	Tot												
	AM						PM																			
	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
THURSDAY	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
FRIDAY	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Totals	0	0	0	0	0	0	0	1	1	1	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	7

Crashes by Year and Month

Month	2007	2008	2009	Total
JANUARY	0	0	1	1
FEBRUARY	0	0	0	0
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	1	0	1
JUNE	0	0	1	1
JULY	0	0	1	1
AUGUST	0	0	1	1
SEPTEMBER	1	0	0	1
OCTOBER	0	1	0	1
NOVEMBER	0	0	0	0
DECEMBER	0	0	0	0
Total	1	2	4	7

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-2 Door	1	32-3 Axle Tractor with Tandem Axle Semi	0
2-4 Door	6	33-3 Axle Tractor with Tridem Axle Semi	0
3-Convertible	0	35-3 Axle Tractor with Single Axle Semi & 2 Axle Trailer	0
4-Station Wagon	1	36-3 Axle Tractor with Tandem Axle Semi & 2 Axle Trailer	0
5-Van	0	37-5 Axle Semi; Split Trailer Tandem	0
6-Pickup Truck	1	38-6 Axle Semi; Split Trailer Tandem with Center Axle	0
7-SUV	4	39-6 Axle; Standard Trailer Tandem with Center Axle	0
10-Truck Tractor Only (Bobtail)	0	40-4 Axle Single Unit	0
12-School Bus	0	42-4 Axle Tractor with Tandem Axle Semi	0
13-Motor Home	1	50-Any Other Axle Configuration	0
14-Motorcycle	0	60-Other Unit	0
15-Moped	0	70-ATV	0
16-Motor Bike	0	81-2 Axle Bus	0
17-Bicycle	0	82-3 Axle Bus	0
18-Snowmobile	0	98-Farm Vehicles / Tractors	0
20-2 Axle Single Unit with Dual Tires	0	99-Unknown	0
21-2 Axle Tractor with Single Axle Semi	0	Total	14
22-2 Axle Tractor with Tandem Axle Semi	0		
25-2 Axle Tractor with Single Axle Semi & 2 Axle Trailer	0		
30-3 Axle Single Unit	0		
31-3 Axle Tractor with Single Axle Semi	0		

Gorrill-Palmer Consulting Engineers, Inc.
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 Gray, ME 04039

Location:
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 Board:
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Groups Printed- Unshifted - Bank 1 - Bank 2

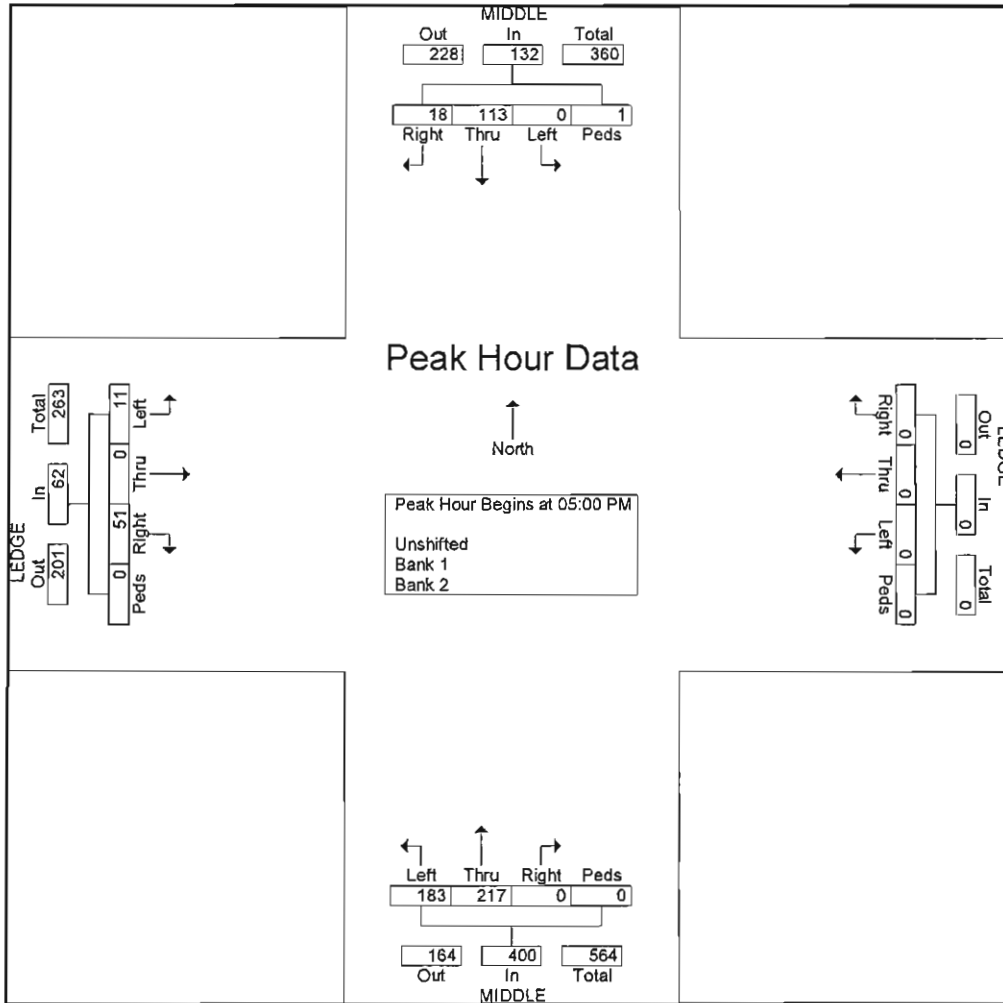
Start Time	MIDDLE From North					LEDGE From East					MIDDLE From South					LEDGE From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	1	30	0	0	31	0	0	0	0	0	0	24	13	0	37	21	0	4	0	25	93
03:15 PM	3	40	0	0	43	0	0	0	0	0	0	48	32	0	80	13	0	3	0	16	139
03:30 PM	6	43	0	0	49	0	0	0	1	1	0	38	20	1	59	12	0	3	0	15	124
03:45 PM	2	32	0	0	34	0	0	0	0	0	0	34	12	0	46	15	0	4	0	19	99
Total	12	145	0	0	157	0	0	0	1	1	0	144	77	1	222	61	0	14	0	75	455
04:00 PM	9	29	0	0	38	0	0	0	0	0	0	42	27	0	69	14	0	6	0	20	127
04:15 PM	8	33	0	0	41	0	0	0	0	0	0	39	28	0	67	10	0	4	0	14	122
04:30 PM	3	42	0	1	46	0	0	0	0	0	0	42	27	0	69	13	0	1	0	14	129
04:45 PM	1	32	0	2	35	0	0	0	0	0	0	47	33	0	80	13	0	6	0	19	134
Total	21	136	0	3	160	0	0	0	0	0	0	170	115	0	285	50	0	17	0	67	512
05:00 PM	5	32	0	0	37	0	0	0	0	0	0	53	43	0	96	9	0	4	0	13	146
05:15 PM	3	27	0	0	30	0	0	0	0	0	0	40	34	0	74	9	0	2	0	11	115
05:30 PM	7	31	0	1	39	0	0	0	0	0	0	54	54	0	108	22	0	5	0	27	174
05:45 PM	3	23	0	0	26	0	0	0	0	0	0	70	52	0	122	11	0	0	0	11	159
Total	18	113	0	1	132	0	0	0	0	0	0	217	183	0	400	51	0	11	0	62	594
Grand Total	51	394	0	4	449	0	0	0	1	1	0	531	375	1	907	162	0	42	0	204	1561
Apprch %	11.4	87.8	0	0.9		0	0	0	100		0	58.5	41.3	0.1		79.4	0	20.6	0		
Total %	3.3	25.2	0	0.3	28.8	0	0	0	0.1	0.1	0	34	24	0.1	58.1	10.4	0	2.7	0	13.1	
Unshifted	51	374	0	0	425	0	0	0	1	1	0	516	364	0	880	153	0	38	0	191	1497
% Unshifted	100	94.9	0	0	94.7	0	0	0	100	100	0	97.2	97.1	0	97	94.4	0	90.5	0	93.6	95.9
Bank 1	0	16	0	4	20	0	0	0	0	0	0	10	6	1	17	4	0	4	0	8	45
% Bank 1	0	4.1	0	100	4.5	0	0	0	0	0	0	1.9	1.6	100	1.9	2.5	0	9.5	0	3.9	2.9
Bank 2	0	4	0	0	4	0	0	0	0	0	0	5	5	0	10	5	0	0	0	5	19
% Bank 2	0	1	0	0	0.9	0	0	0	0	0	0	0.9	1.3	0	1.1	3.1	0	0	0	2.5	1.2

Gorrill-Palmer Consulting Engineers, Inc.
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Start Time	MIDDLE From North					LEDGE From East					MIDDLE From South					LEDGE From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	5	32	0	0	37	0	0	0	0	0	0	53	43	0	96	9	0	4	0	13	146
05:15 PM	3	27	0	0	30	0	0	0	0	0	0	40	34	0	74	9	0	2	0	11	115
05:30 PM	7	31	0	1	39	0	0	0	0	0	0	54	54	0	108	22	0	5	0	27	174
05:45 PM	3	23	0	0	26	0	0	0	0	0	0	70	52	0	122	11	0	0	0	11	159
Total Volume	18	113	0	1	132	0	0	0	0	0	0	217	183	0	400	51	0	11	0	62	594
% App. Total	13.6	85.6	0	0.8		0	0	0	0	0	0	54.2	45.8	0		82.3	0	17.7	0		
PHF	.643	.883	.000	.250	.846	.000	.000	.000	.000	.000	.000	.775	.847	.000	.820	.580	.000	.550	.000	.574	.853



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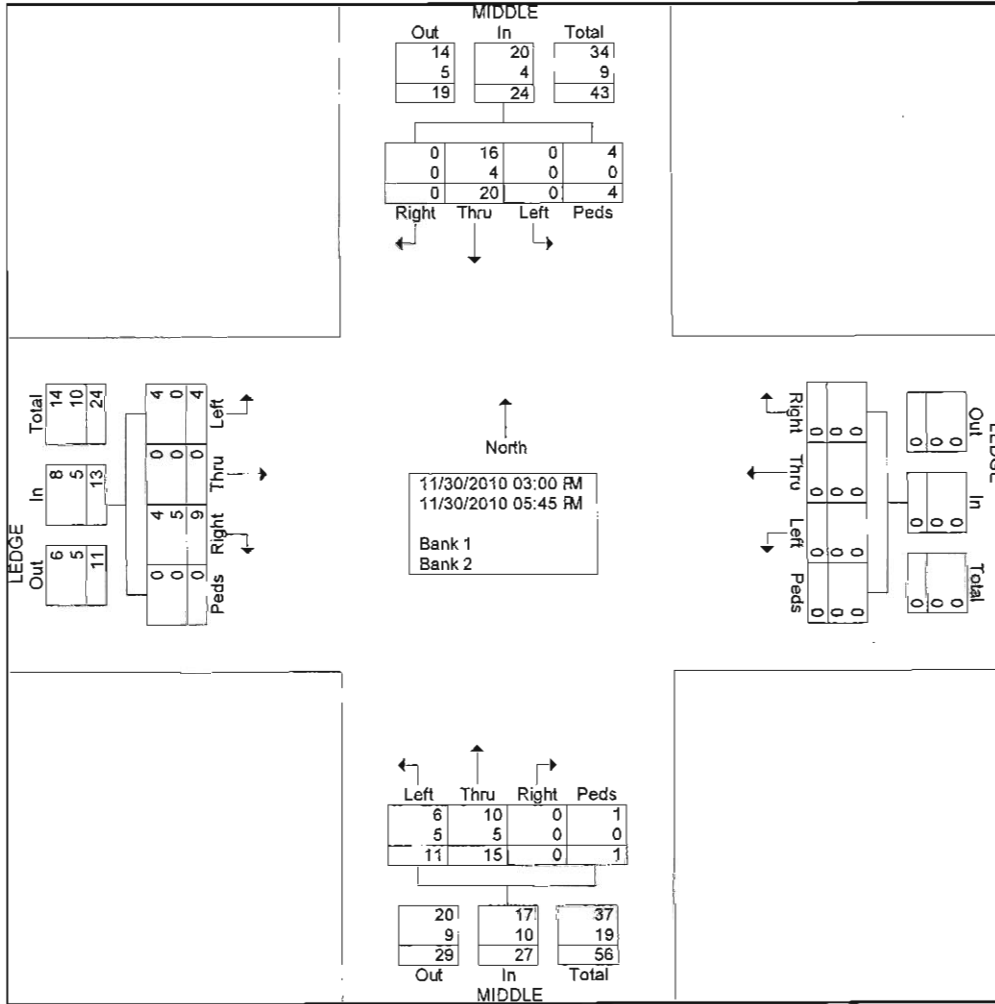
Groups Printed- Bank 1 - Bank 2

Start Time	MIDDLE From North					LEDGE From East					MIDDLE From South					LEDGE From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	2
03:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	2	0	5	1	0	0	0	1	1	8
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0	4
03:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	3	5
Total	0	5	0	0	5	0	0	0	0	0	0	5	4	1	10	2	0	2	0	4	4	19
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	2	0	3	3	0	0	0	3	3	7
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	5
04:30 PM	0	2	0	1	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	1	7
04:45 PM	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2	5
Total	0	7	0	3	10	0	0	0	0	0	0	5	3	0	8	5	0	1	0	6	6	24
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	2	0	4	1	0	1	0	2	2	9
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
05:30 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	3
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	5
Total	0	8	0	1	9	0	0	0	0	0	0	5	4	0	9	2	0	1	0	3	3	21
Grand Total	0	20	0	4	24	0	0	0	0	0	0	15	11	1	27	9	0	4	0	13	13	64
Apprch %	0	83.3	0	16.7		0	0	0	0		0	55.6	40.7	3.7		69.2	0	30.8	0			
Total %	0	31.2	0	6.2	37.5	0	0	0	0	0	0	23.4	17.2	1.6	42.2	14.1	0	6.2	0	20.3		
Bank 1	0	16	0	4	20	0	0	0	0	0	0	10	6	1	17	4	0	4	0	8	8	45
% Bank 1	0	80	0	100	83.3	0	0	0	0	0	0	66.7	54.5	100	63	44.4	0	100	0	61.5	70.3	
Bank 2	0	4	0	0	4	0	0	0	0	0	0	5	5	0	10	5	0	0	0	5	5	19
% Bank 2	0	20	0	0	16.7	0	0	0	0	0	0	33.3	45.5	0	37	55.6	0	0	0	38.5	29.7	

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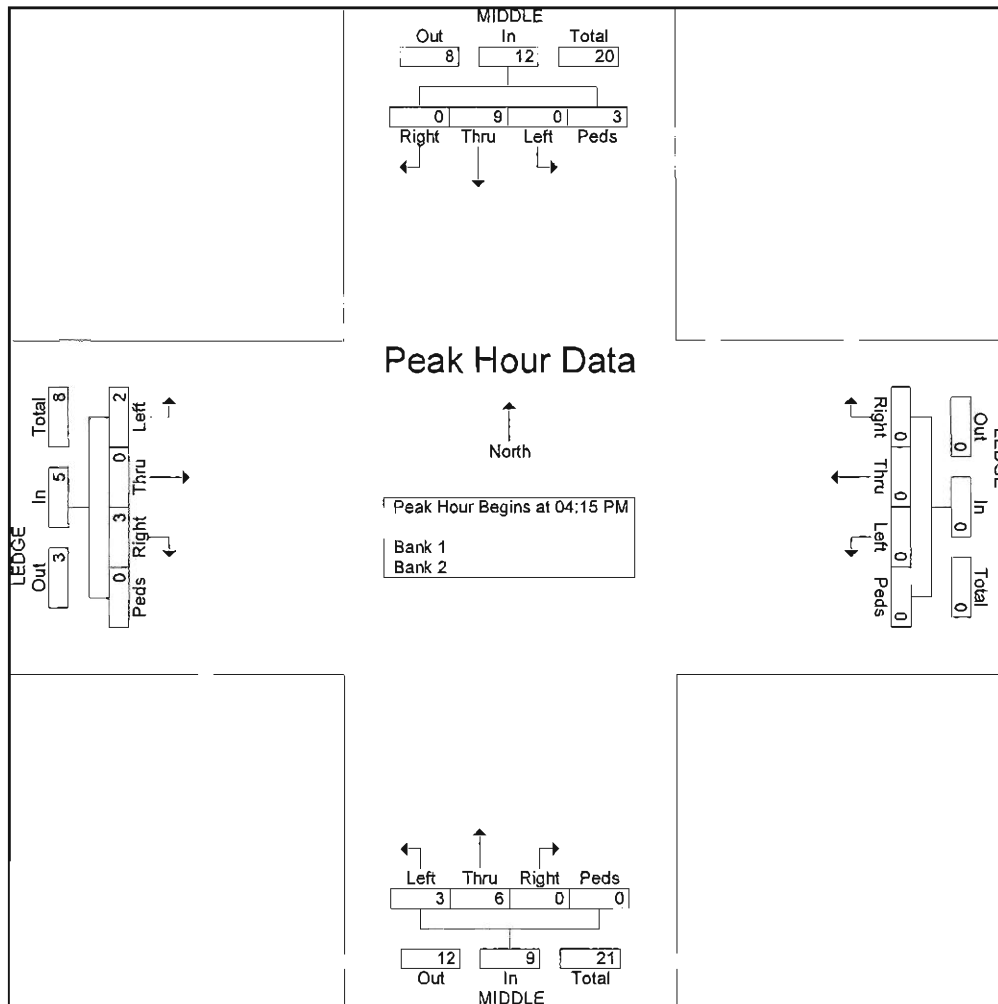


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 Gray, ME 04039

Location:
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File Name : Middle@Ledgewood_pm
 Site Code : 00000000
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Start Time	MIDDLE From North					LEDGE From East					MIDDLE From South					LEDGE From West					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:15 PM																						
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	5
04:30 PM	0	2	0	1	3	0	0	0	0	0	0	3	0	0	3	1	0	0	0	0	1	7
04:45 PM	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	5
05:00 PM	0	3	0	0	3	0	0	0	0	0	0	2	2	0	4	1	0	1	0	0	2	9
Total Volume	0	9	0	3	12	0	0	0	0	0	0	6	3	0	9	3	0	2	0	0	5	26
% App. Total	0	.75	0	.25	1.000	0	0	0	0	0	0	66.7	33.3	0	100.0	60	0	40	0	0	100.0	26
PHF	.000	.750	.000	.375	1.000	.000	.000	.000	.000	.000	.000	.500	.375	.000	.563	.750	.000	.500	.000	.625	.722	



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Location:
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 Board:
 Weather:

File Name : Brook@Leighton_pm
 Site Code : 00000000
 Start Date : 12/2/2010
 Page No : 1

Groups Printed- Cars - Single Units - Combination Vehicles

Start Time	From North					BROOK From East					LEIGHTON From South					BROOK From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	4	1	0	5	3	0	22	0	25	16	5	0	0	21	51
02:15 PM	0	0	0	0	0	0	2	4	0	6	3	0	39	0	42	19	6	0	0	25	73
02:30 PM	0	0	0	0	0	0	8	3	0	11	3	0	41	1	45	30	4	0	0	34	90
02:45 PM	0	0	0	0	0	0	5	3	0	8	5	0	30	0	35	29	7	0	0	36	79
Total	0	0	0	0	0	0	19	11	0	30	14	0	132	1	147	94	22	0	0	116	293
03:00 PM	0	0	0	0	0	0	3	3	0	6	7	0	27	0	34	32	6	3	1	42	82
03:15 PM	0	0	0	0	0	0	3	2	0	5	4	0	34	0	38	26	10	0	0	36	79
03:30 PM	0	0	0	1	1	0	6	2	0	8	3	0	36	0	39	29	8	0	0	37	85
03:45 PM	0	0	0	1	1	0	9	0	0	9	10	0	41	2	53	28	9	0	0	37	100
Total	0	0	0	2	2	0	21	7	0	28	24	0	138	2	164	115	33	3	1	152	346
04:00 PM	0	0	0	0	0	0	11	1	0	12	5	0	42	1	48	29	8	0	0	37	97
04:15 PM	0	0	0	2	2	0	9	3	0	12	6	0	52	0	58	32	10	0	0	42	114
04:30 PM	0	0	0	0	0	0	9	1	0	10	3	0	61	0	64	41	16	0	0	57	131
04:45 PM	0	0	0	0	0	0	4	0	0	4	7	0	57	1	65	37	12	0	0	49	118
Total	0	0	0	2	2	0	33	5	0	38	21	0	212	2	235	139	46	0	0	185	460
Grand Total	0	0	0	4	4	0	73	23	0	96	59	0	482	5	546	348	101	3	1	453	1099
Apprch %	0	0	0	100		0	76	24	0		10.8	0	88.3	0.9		76.8	22.3	0.7	0.2		
Total %	0	0	0	0.4	0.4	0	6.6	2.1	0	8.7	5.4	0	43.9	0.5	49.7	31.7	9.2	0.3	0.1	41.2	
Cars	0	0	0	4	4	0	67	22	0	89	53	0	471	5	529	338	100	3	1	442	1064
% Cars	0	0	0	100	100	0	91.8	95.7	0	92.7	89.8	0	97.7	100	96.9	97.1	99	100	100	97.6	96.8
Single Units	0	0	0	0	0	0	5	1	0	6	6	0	11	0	17	10	1	0	0	11	34
% Single Units	0	0	0	0	0	0	6.8	4.3	0	6.2	10.2	0	2.3	0	3.1	2.9	1	0	0	2.4	3.1
Combination Vehicles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Combination Vehicles	0	0	0	0	0	0	1.4	0	0	1	0	0	0	0	0	0	0	0	0	0	0.1

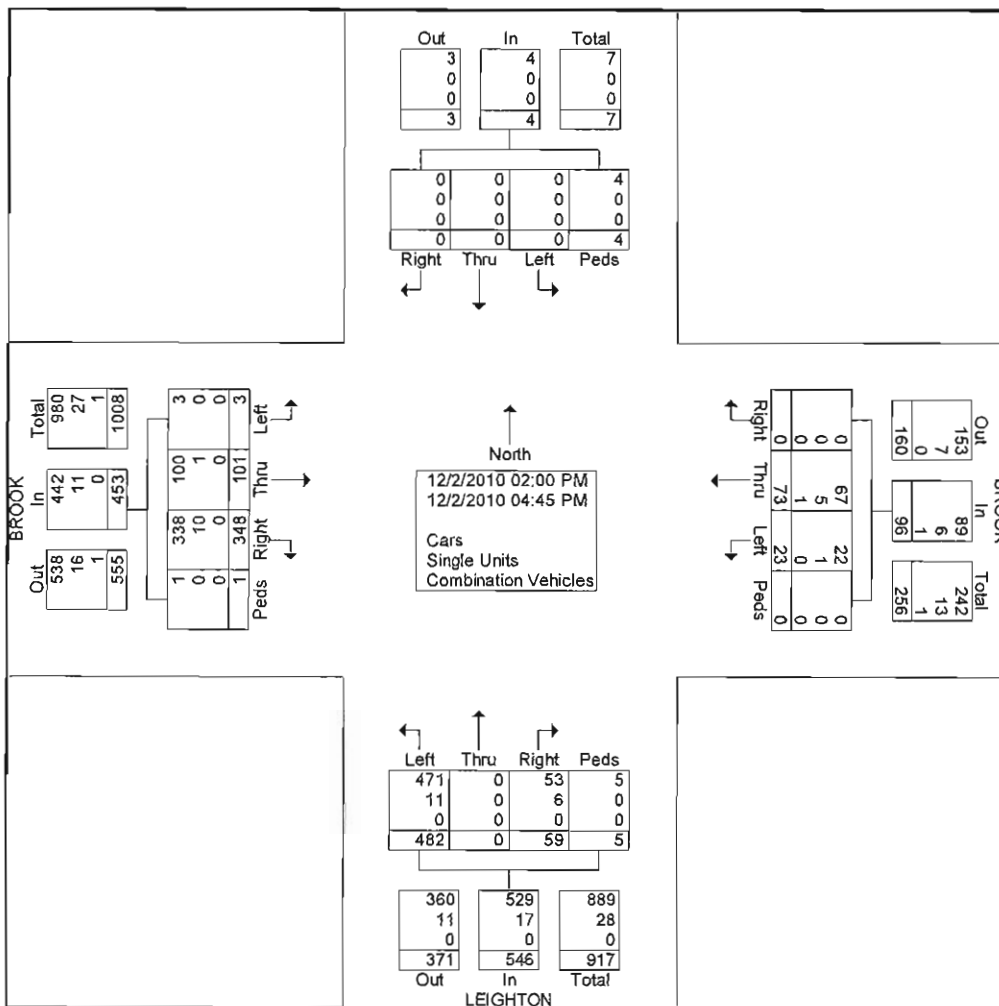
Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, PO Box 1237

Gray, ME 04039

Location:
Counter:
Board:
Weather:

File Name : Brook@Leighton_pm
Site Code : 00000000
Start Date : 12/2/2010
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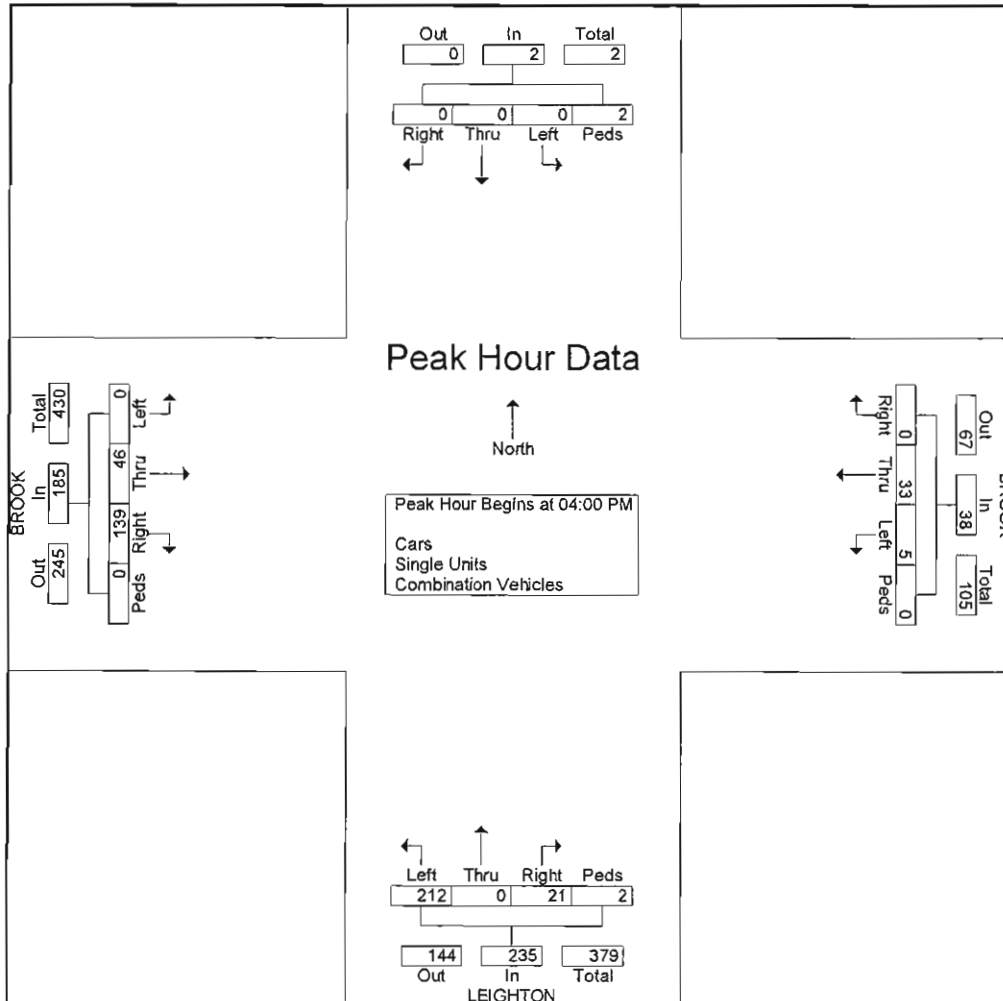


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File Name : Brook@Leighton_pm
 Site Code : 00000000
 Start Date : 12/2/2010
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Start Time	From North					BROOK From East					LEIGHTON From South					BROOK From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	0	0	0	0	0	11	1	0	12	5	0	42	1	48	29	8	0	0	37	97
04:15 PM	0	0	0	2	2	0	9	3	0	12	6	0	52	0	58	32	10	0	0	42	114
04:30 PM	0	0	0	0	0	0	9	1	0	10	3	0	61	0	64	41	16	0	0	57	131
04:45 PM	0	0	0	0	0	0	4	0	0	4	7	0	57	1	65	37	12	0	0	49	118
Total Volume	0	0	0	2	2	0	33	5	0	38	21	0	212	2	235	139	46	0	0	185	460
% App. Total	0	0	0	100		0	86.8	13.2	0		8.9	0	90.2	0.9		75.1	24.9	0	0		
PHF	.000	.000	.000	.250	.250	.000	.750	.417	.000	.792	.750	.000	.869	.500	.904	.848	.719	.000	.000	.811	.878



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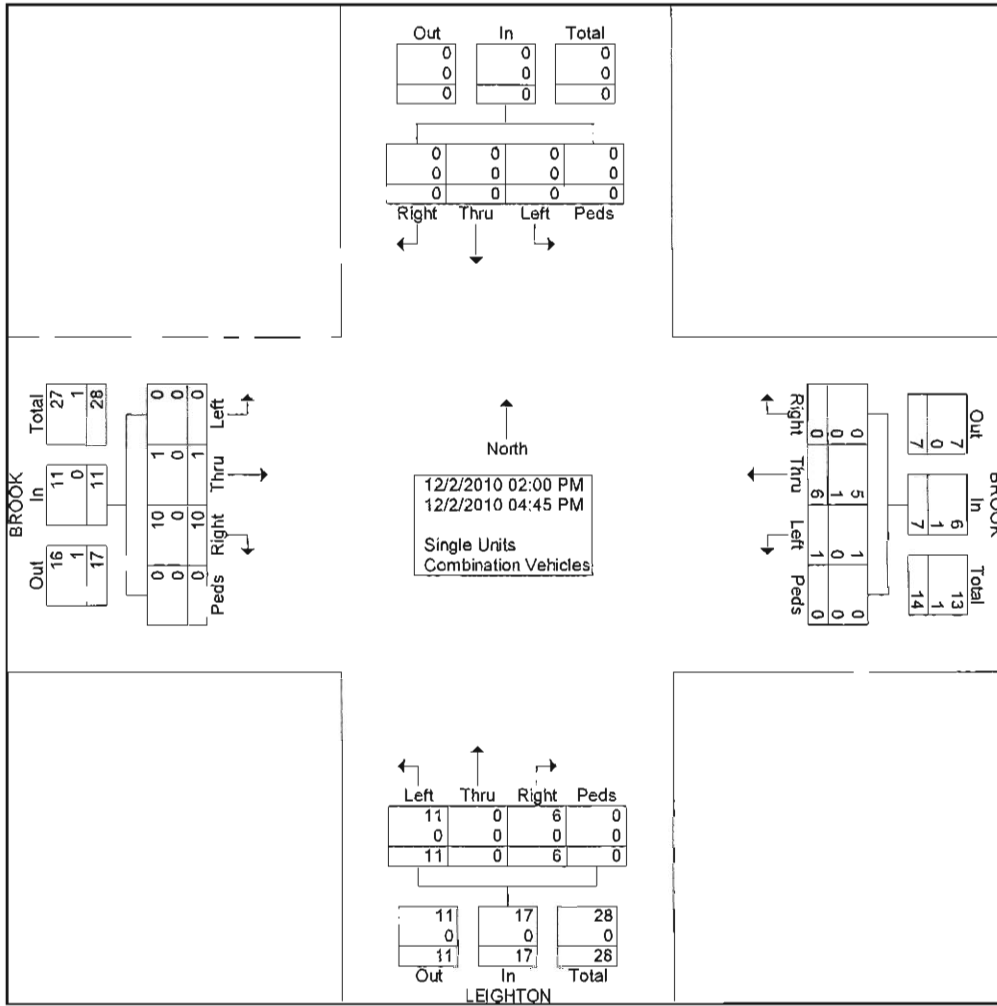
Groups Printed- Single Units - Combination Vehicles

Start Time	From North					BROOK From East					LEIGHTON From South					BROOK From West					InL Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	1	0	0	0	1	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	1	0	0	0	1	6
02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2
Total	0	0	0	0	0	0	2	0	0	2	2	0	6	0	8	2	0	0	0	2	12
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
03:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	3	0	4	1	0	0	0	1	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	1	0	0	2	4
Total	0	0	0	0	0	0	0	1	0	1	4	0	4	0	8	7	1	0	0	8	17
04:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	0	0	0	1	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	1	0	0	0	1	6
Grand Total	0	0	0	0	0	0	6	1	0	7	6	0	11	0	17	10	1	0	0	11	35
Apprch %	0	0	0	0	0	0	85.7	14.3	0	0	35.3	0	64.7	0	0	90.9	9.1	0	0	0	
Total %	0	0	0	0	0	0	17.1	2.9	0	20	17.1	0	31.4	0	48.6	28.6	2.9	0	0	31.4	
Single Units	0	0	0	0	0	0	5	1	0	6	6	0	11	0	17	10	1	0	0	11	34
% Single Units	0	0	0	0	0	0	83.3	100	0	85.7	100	0	100	0	100	100	100	0	0	100	97.1
Combination Vehicles	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Combination Vehicles	0	0	0	0	0	0	16.7	0	0	14.3	0	0	0	0	0	0	0	0	0	0	2.9

Gorrill-Palmer Consulting Engineers, Inc.
 15 Shaker Road, PO Box 1237
 Gray, ME 04039

Location:
 Counter:
 Board:
 Weather:

File Name : Brook@Leighton_pm
 Site Code : 00000000
 Start Date : 12/2/2010
 Page No : 2

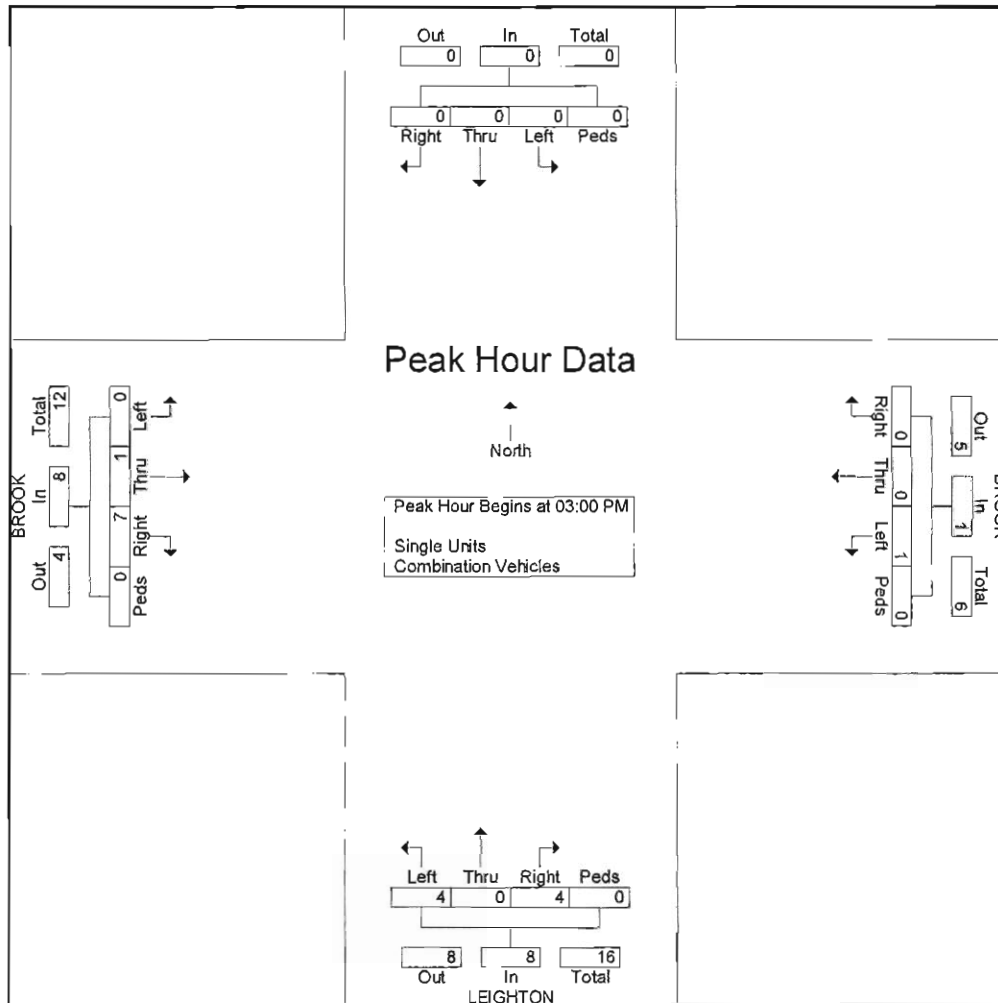


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Location:
 Counter:
 Board:
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File Name : Brook@Leighton_pm
 Site Code : 00000000
 Start Date : 12/2/2010
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Start Time	From North					BROOK From East					LEIGHTON From South					BROOK From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:00 PM																					
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	4
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	2	3
03:30 PM	0	0	0	0	0	0	0	1	0	1	1	0	3	0	4	1	0	0	0	1	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	1	1	0	0	2	4
Total Volume	0	0	0	0	0	0	0	1	0	1	4	0	4	0	8	7	1	0	0	8	17
% App. Total	0	0	0	0	0	0	0	100	0	100	50	0	50	0	50	87.5	12.5	0	0	50	
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.333	.000	.500	.583	.250	.000	.000	.667	.708



Gorrill-Palmer Consulting Engineers, Inc.
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 Gray, ME 04039

Location:
 Counter:
 Board:
 Weather:

File Name : Middle@Lunt_pm
 Site Code : 00000000
 Start Date : 12/3/2010
 Page No : 1

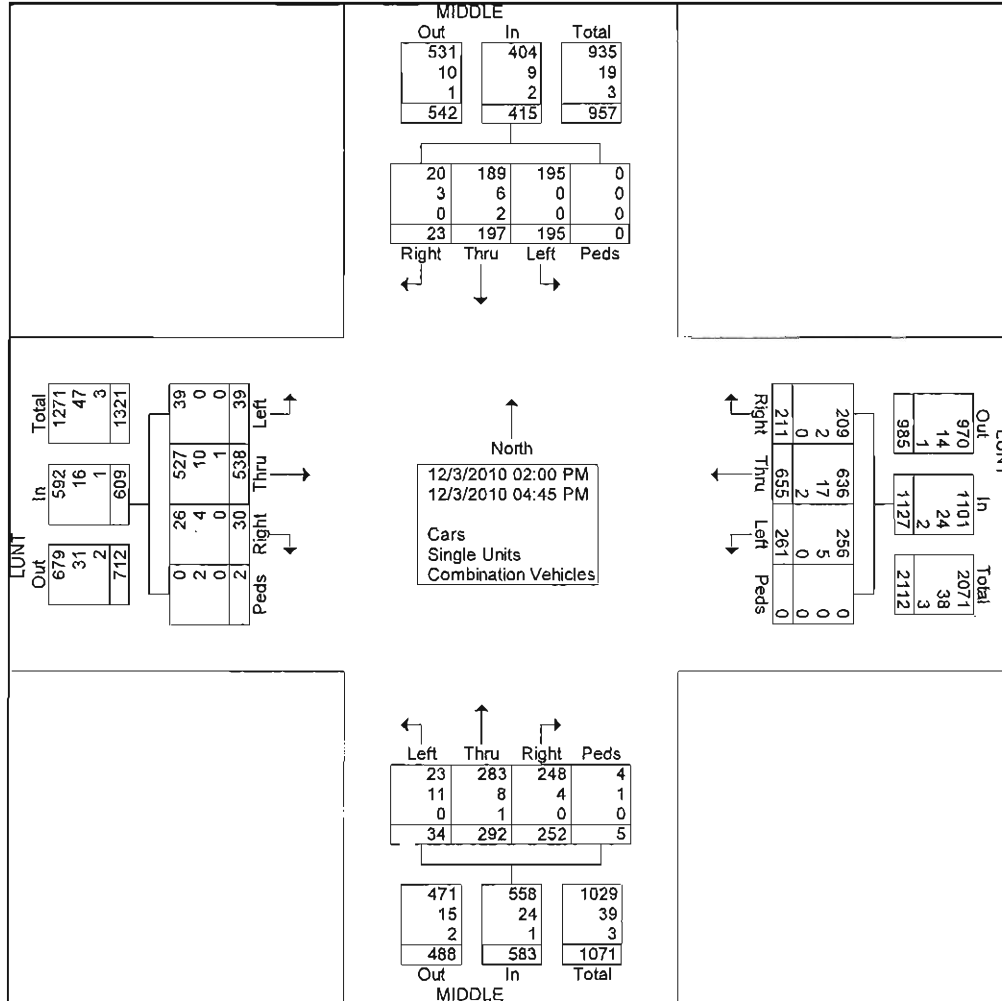
Groups Printed- Cars - Single Units - Combination Vehicles

Start Time	MIDDLE From North					LUNT From East					MIDDLE From South					LUNT From West					InL Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	9	10	0	19	17	50	19	0	86	23	17	3	0	43	2	39	2	1	44	192
02:15 PM	1	14	29	0	44	13	58	19	0	90	14	18	1	1	34	1	42	1	0	44	212
02:30 PM	1	15	17	0	33	11	43	19	0	73	14	20	1	0	35	0	29	0	0	29	170
02:45 PM	3	26	23	0	52	16	58	26	0	100	25	26	6	0	57	4	49	0	0	53	262
Total	5	64	79	0	148	57	209	83	0	349	76	81	11	1	169	7	159	3	1	170	836
03:00 PM	8	19	12	0	39	24	57	20	0	101	26	27	7	2	62	5	50	12	0	67	269
03:15 PM	1	25	16	0	42	17	55	15	0	87	24	25	7	0	56	6	53	8	1	68	253
03:30 PM	0	9	21	0	30	19	43	26	0	88	28	24	1	0	53	1	42	4	0	47	218
03:45 PM	1	19	12	0	32	12	59	22	0	93	19	24	2	1	46	1	63	7	0	71	242
Total	10	72	61	0	143	72	214	83	0	369	97	100	17	3	217	13	208	31	1	253	982
04:00 PM	3	15	12	0	30	20	69	26	0	115	18	28	3	1	50	3	45	2	0	50	245
04:15 PM	1	14	15	0	30	19	54	26	0	99	16	25	2	0	43	3	45	1	0	49	221
04:30 PM	1	17	10	0	28	17	55	22	0	94	21	27	0	0	48	4	39	1	0	44	214
04:45 PM	3	15	18	0	36	26	54	21	0	101	24	31	1	0	56	0	42	1	0	43	236
Total	8	61	55	0	124	82	232	95	0	409	79	111	6	1	197	10	171	5	0	186	916
Grand Total	23	197	195	0	415	211	655	261	0	1127	252	292	34	5	583	30	538	39	2	609	2734
Apprch %	5.5	47.5	47	0		18.7	58.1	23.2	0		43.2	50.1	5.8	0.9		4.9	88.3	6.4	0.3		
Total %	0.8	7.2	7.1	0	15.2	7.7	24	9.5	0	41.2	9.2	10.7	1.2	0.2	21.3	1.1	19.7	1.4	0.1	22.3	
Cars	20	189	195	0	404	209	636	256	0	1101	248	283	23	4	558	26	527	39	0	592	2655
% Cars	87	95.9	100	0	97.3	99.1	97.1	98.1	0	97.7	98.4	96.9	67.6	80	95.7	86.7	98	100	0	97.2	97.1
Single Units	3	6	0	0	9	2	17	5	0	24	4	8	11	1	24	4	10	0	2	16	73
% Single Units	13	3	0	0	2.2	0.9	2.6	1.9	0	2.1	1.6	2.7	32.4	20	4.1	13.3	1.9	0	100	2.6	2.7
Combination Vehicles	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	6
% Combination Vehicles	0	1	0	0	0.5	0	0.3	0	0	0.2	0	0.3	0	0	0.2	0	0.2	0	0	0.2	0.2

Gorrill-Palmer Consulting Engineers, Inc.
 15 Shaker Road, PO Box 1237
 Gray, ME 04039

Location:
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File Name : Middle@Lunt_pm
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 Start Date : 12/3/2010
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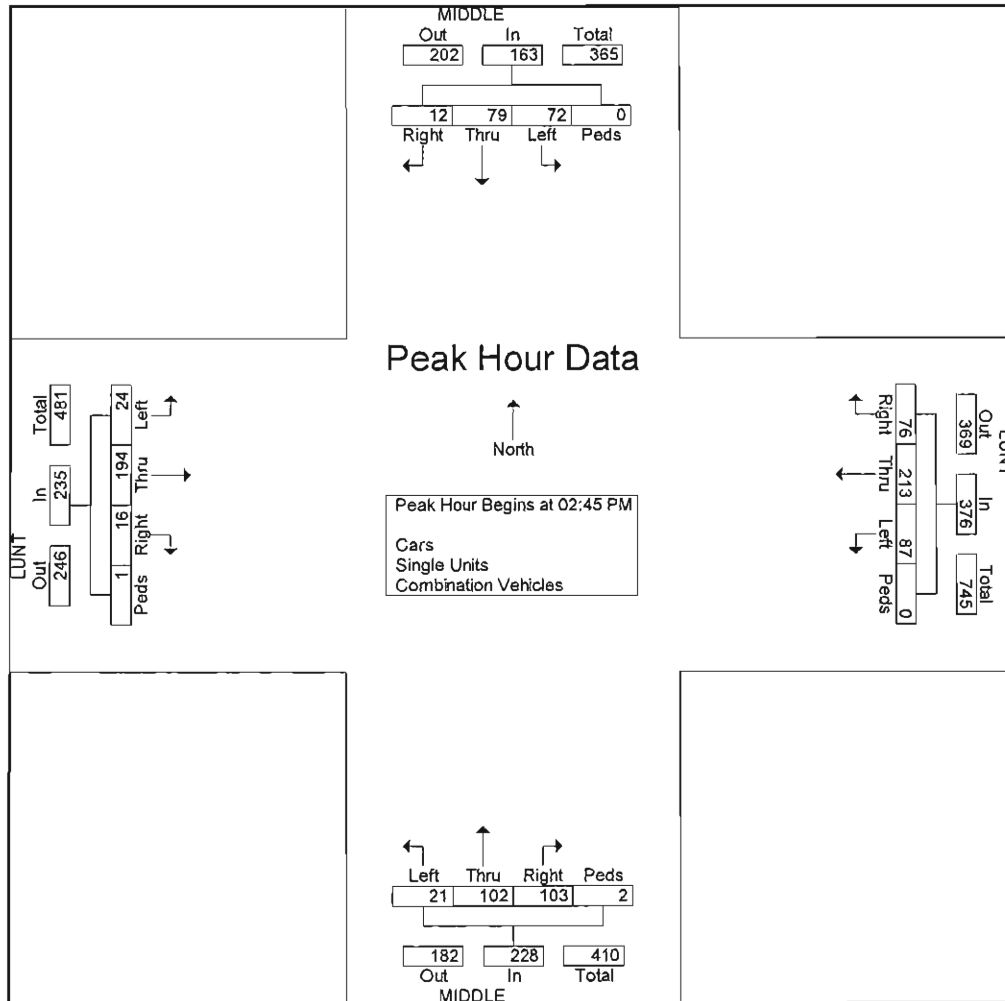


Gorrill-Palmer Consulting Engineers, Inc.
 15 Shaker Road, PO Box 1237
 Gray, ME 04039

Location:
 Counter:
 Board:
 Weather:

File Name : Middle@Lunt_pm
 Site Code : 00000000
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Start Time	MIDDLE From North					LUNT From East					MIDDLE From South					LUNT From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 02:45 PM																					
02:45 PM	3	26	23	0	52	16	58	26	0	100	25	26	6	0	57	4	49	0	0	53	262
03:00 PM	8	19	12	0	39	24	57	20	0	101	26	27	7	2	62	5	50	12	0	67	269
03:15 PM	1	25	16	0	42	17	55	15	0	87	24	25	7	0	56	6	53	8	1	68	253
03:30 PM	0	9	21	0	30	19	43	26	0	88	28	24	1	0	53	1	42	4	0	47	218
Total Volume	12	79	72	0	163	76	213	87	0	376	103	102	21	2	228	16	194	24	1	235	1002
% App. Total	7.4	48.5	44.2	0		20.2	56.6	23.1	0		45.2	44.7	9.2	0.9		6.8	82.6	10.2	0.4		
PHF	.375	.760	.783	.000	.784	.792	.918	.837	.000	.931	.920	.944	.750	.250	.919	.667	.915	.500	.250	.864	.931



Gorrill-Palmer Consulting Engineers, Inc.

15 Shaker Road, PO Box 1237

Gray, ME 04039

Location:
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File Name : Middle@Lunt_pm
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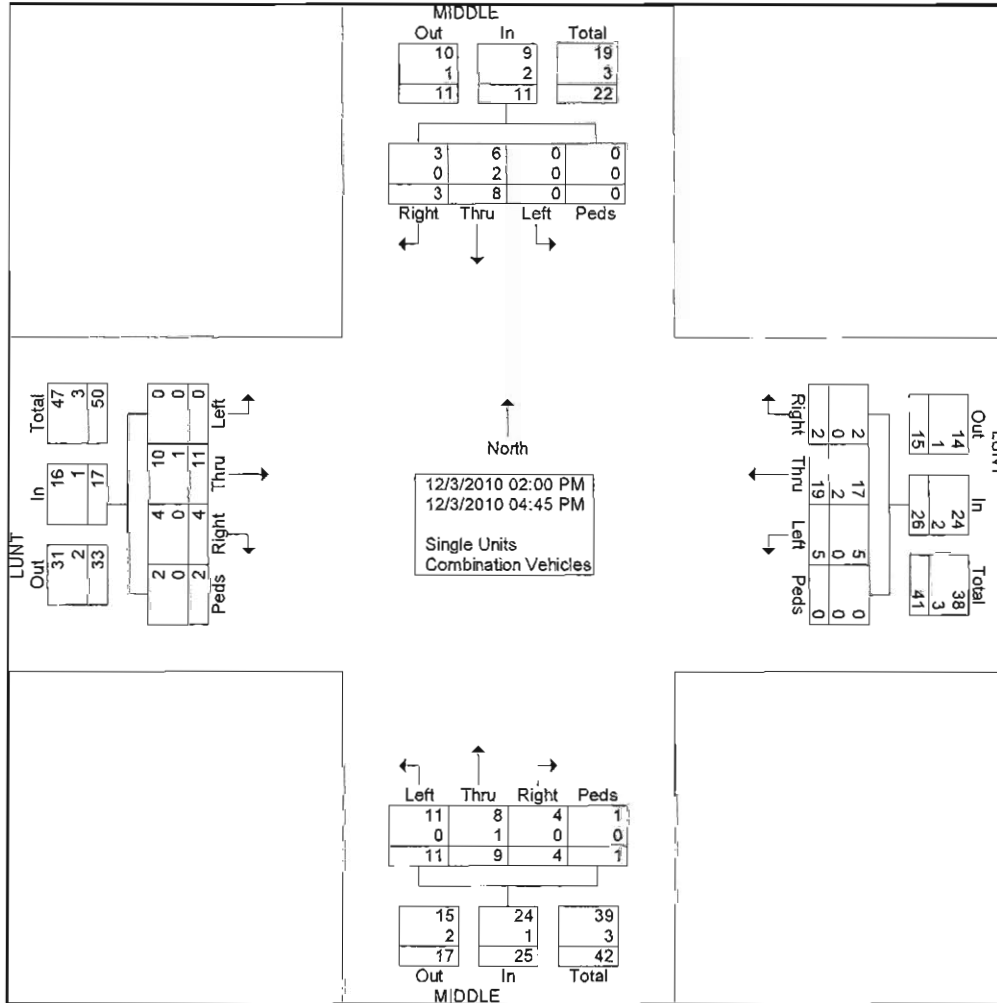
Groups Printed- Single Units - Combination Vehicles

Start Time	MIDDLE From North					LUNT From East					MIDDLE From South					LUNT From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
02:00 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	3	0	1	4	6
02:15 PM	0	0	0	0	0	1	2	2	0	5	0	1	0	1	2	0	1	0	0	1	8
02:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
02:45 PM	0	2	0	0	2	0	2	2	0	4	0	2	1	0	3	1	1	0	0	2	11
Total	0	3	0	0	3	1	7	4	0	12	1	3	1	1	6	1	5	0	1	7	28
03:00 PM	3	0	0	0	3	0	3	0	0	3	0	1	3	0	4	1	0	0	0	1	11
03:15 PM	0	3	0	0	3	0	1	0	0	1	1	2	7	0	10	2	2	0	1	5	19
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
03:45 PM	0	1	0	0	1	0	5	0	0	5	2	0	0	0	2	0	0	0	0	0	8
Total	3	4	0	0	7	0	9	0	0	9	3	4	10	0	17	3	3	0	1	7	40
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
04:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	1	0	0	1	4
Total	0	1	0	0	1	1	3	1	0	5	0	2	0	0	2	0	3	0	0	3	11
Grand Total	3	8	0	0	11	2	19	5	0	26	4	9	11	1	25	4	11	0	2	17	79
Apprch %	27.3	72.7	0	0		7.7	73.1	19.2	0		16	36	44	4		23.5	64.7	0	11.8		
Total %	3.8	10.1	0	0	13.9	2.5	24.1	6.3	0	32.9	5.1	11.4	13.9	1.3	31.6	5.1	13.9	0	2.5	21.5	
Single Units	3	6	0	0	9	2	17	5	0	24	4	8	11	1	24	4	10	0	2	16	73
% Single Units	100	75	0	0	81.8	100	89.5	100	0	92.3	100	88.9	100	100	96	100	90.9	0	100	94.1	92.4
Combination Vehicles	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	6
% Combination Vehicles	0	25	0	0	18.2	0	10.5	0	0	7.7	0	11.1	0	0	4	0	9.1	0	0	5.9	7.6

Gorrill-Palmer Consulting Engineers, Inc.
 15 Shaker Road, PO Box 1237
 Gray, ME 04039

Location:
 Counter:
 Board:
 Weather:

File Name : Middle@Lunt_pm
 Site Code : 00000000
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Gorrill-Palmer Consulting Engineers, Inc.

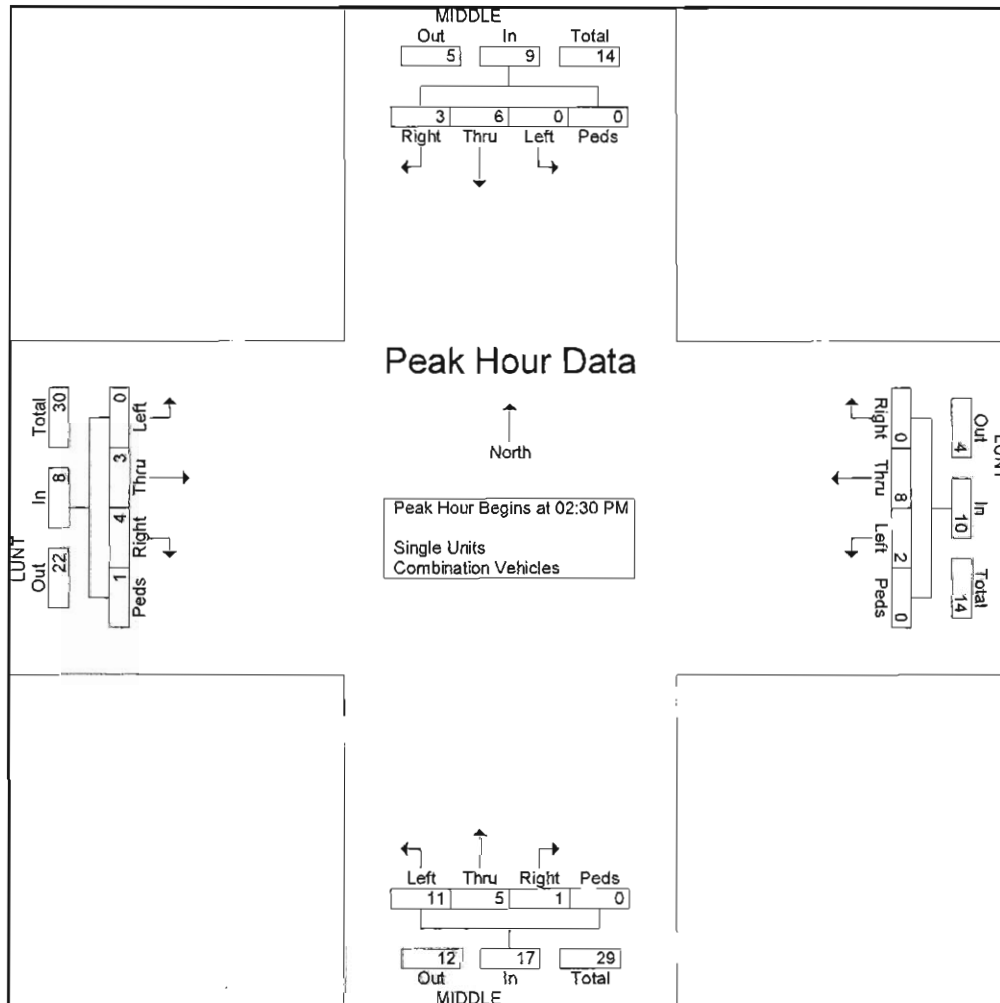
15 Shaker Road, PO Box 1237

Gray, ME 04039

Location:
Counter:
Board:
Weather:

File Name : Middle@Lunt_pm
Site Code : 00000000
Start Date : 12/3/2010
Page No : 3

Start Time	MIDDLE From North					LUNT From East					MIDDLE From South					LUNT From West					InL Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 02:00 PM to 04:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 02:30 PM																						
02:30 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
02:45 PM	0	2	0	0	2	0	2	2	0	4	0	2	1	0	3	1	1	0	0	2	11	
03:00 PM	3	0	0	0	3	0	3	0	0	3	0	1	3	0	4	1	0	0	0	1	11	
03:15 PM	0	3	0	0	3	0	1	0	0	1	1	2	7	0	10	2	2	0	1	5	19	
Total Volume	3	6	0	0	9	0	8	2	0	10	1	5	11	0	17	4	3	0	1	8	44	
% App. Total	33.3	66.7	0	0		0	80	20	0		5.9	29.4	64.7	0		50	37.5	0	12.5			
PHF	.250	.500	.000	.000	.750	.000	.667	.250	.000	.625	.250	.625	.393	.000	.425	.500	.375	.000	.250	.400	.579	



Gorrill-Palmer Consulting Engineers, Inc.
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Location:
 Counter:
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 Weather:

File Name : Middle@Blueberry
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 Start Date : 11/29/2010
 Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

Start Time	MIDDLE From North					From East					MIDDLE From South					BLUEBERRY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	2	21	0	0	23	0	0	0	0	0	0	18	6	0	24	4	0	3	0	7	54
03:15 PM	1	35	0	1	37	0	0	0	0	0	0	20	4	0	24	9	0	3	0	12	73
03:30 PM	7	26	0	0	33	0	0	0	0	0	0	23	12	0	35	8	0	3	0	11	79
03:45 PM	2	29	0	0	31	0	0	0	0	0	0	31	9	0	40	6	0	4	0	10	81
Total	12	111	0	1	124	0	0	0	0	0	0	92	31	0	123	27	0	13	0	40	287
04:00 PM	5	26	0	0	31	0	0	0	0	0	0	49	9	0	58	7	0	1	0	8	97
04:15 PM	4	33	0	1	38	0	0	0	0	0	0	33	7	1	41	4	0	1	0	5	84
04:30 PM	4	24	0	0	28	0	0	0	0	0	0	26	8	0	34	7	0	6	2	15	77
04:45 PM	1	27	0	2	30	1	0	0	0	1	0	45	6	0	51	8	0	1	0	9	91
Total	14	110	0	3	127	1	0	0	0	1	0	153	30	1	184	26	0	9	2	37	349
05:00 PM	3	29	0	0	32	0	0	0	0	0	0	42	12	0	54	10	0	3	0	13	99
05:15 PM	3	23	0	0	26	0	0	0	0	0	0	28	19	0	47	8	0	1	0	9	82
05:30 PM	2	26	0	1	29	0	0	0	0	0	0	53	18	1	72	8	0	4	0	12	113
05:45 PM	3	37	0	0	40	0	0	0	1	1	0	36	27	1	64	9	0	4	0	13	118
Total	11	115	0	1	127	0	0	0	1	1	0	159	76	2	237	35	0	12	0	47	412
Grand Total	37	336	0	5	378	1	0	0	1	2	0	404	137	3	544	88	0	34	2	124	1048
Apprch %	9.8	88.9	0	1.3		50	0	0	50		0	74.3	25.2	0.6		71	0	27.4	1.6		
Total %	3.5	32.1	0	0.5	36.1	0.1	0	0	0.1	0.2	0	38.5	13.1	0.3	51.9	8.4	0	3.2	0.2	11.8	
Unshifted	36	323	0	0	359	1	0	0	0	1	0	393	136	0	529	86	0	32	2	120	1009
% Unshifted	97.3	96.1	0	0	95	100	0	0	0	50	0	97.3	99.3	0	97.2	97.7	0	94.1	100	96.8	96.3
Bank 1	1	9	0	5	15	0	0	0	1	1	0	7	1	3	11	2	0	2	0	4	31
% Bank 1	2.7	2.7	0	100	4	0	0	0	100	50	0	1.7	0.7	100	2	2.3	0	5.9	0	3.2	3
Bank 2	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
% Bank 2	0	1.2	0	0	1.1	0	0	0	0	0	0	1	0	0	0.7	0	0	0	0	0	0.8

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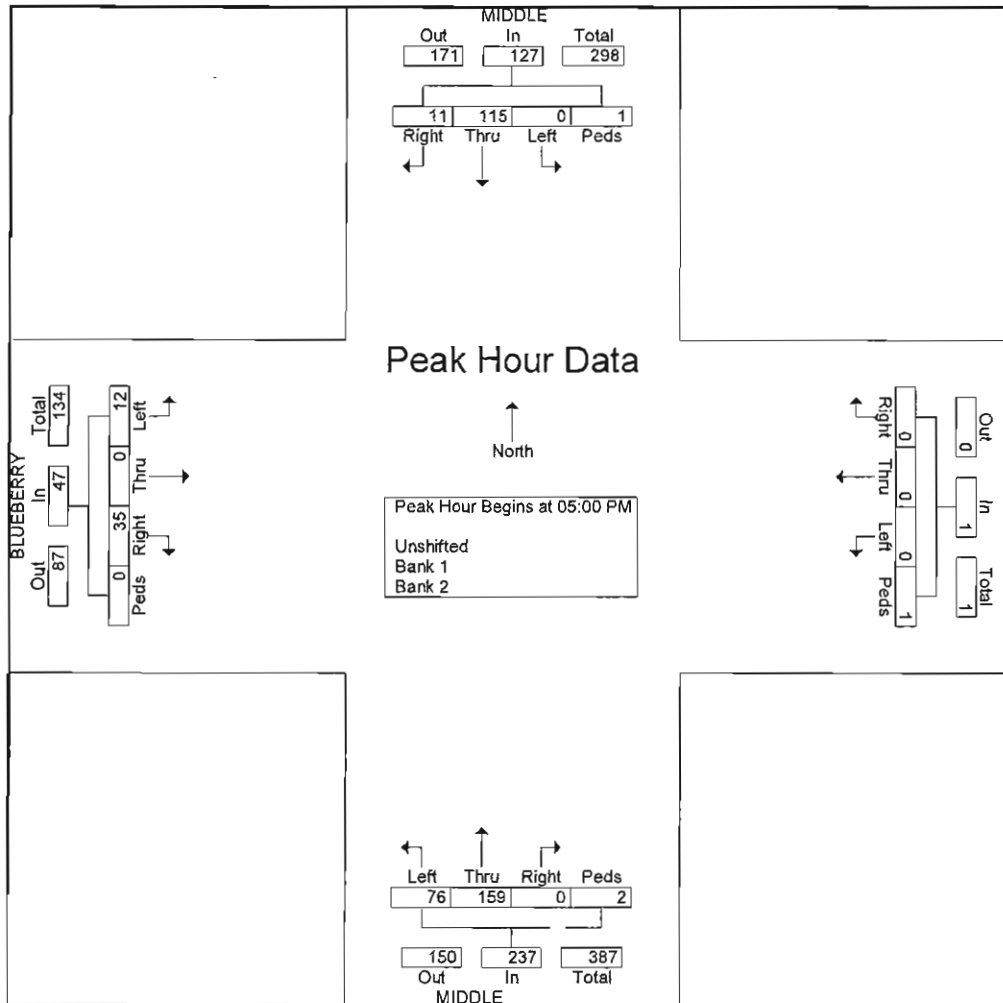
15 Shaker Road, PO Box 1237

Gray, ME 04039

Location:
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Weather:

File Name : Middle@Blueberry
Site Code : 00000000
Start Date : 11/29/2010
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Start Time	MIDDLE From North					From East					MIDDLE From South					BLUEBERRY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	29	0	0	32	0	0	0	0	0	0	42	12	0	54	10	0	3	0	13	99
05:15 PM	3	23	0	0	26	0	0	0	0	0	0	28	19	0	47	8	0	1	0	9	82
05:30 PM	2	26	0	1	29	0	0	0	0	0	0	53	18	1	72	8	0	4	0	12	113
05:45 PM	3	37	0	0	40	0	0	0	0	1	1	36	27	1	64	9	0	4	0	13	118
Total Volume	11	115	0	1	127	0	0	0	1	1	0	159	76	2	237	35	0	12	0	47	412
% App. Total	8.7	90.6	0	0.8		0	0	0	100		0	67.1	32.1	0.8		74.5	0	25.5	0		
PHF	.917	.777	.000	.250	.794	.000	.000	.000	.250	.250	.000	.750	.704	.500	.823	.875	.000	.750	.000	.904	.873



Gorrill-Palmer Consulting Engineers, Inc.
 15 Shaker Road, PO Box 1237
 Gray, ME 04039

Location:
 Counter:
 Board:
 Weather:

File Name : Middle@Blueberry
 Site Code : 00000000
 Start Date : 11/29/2010
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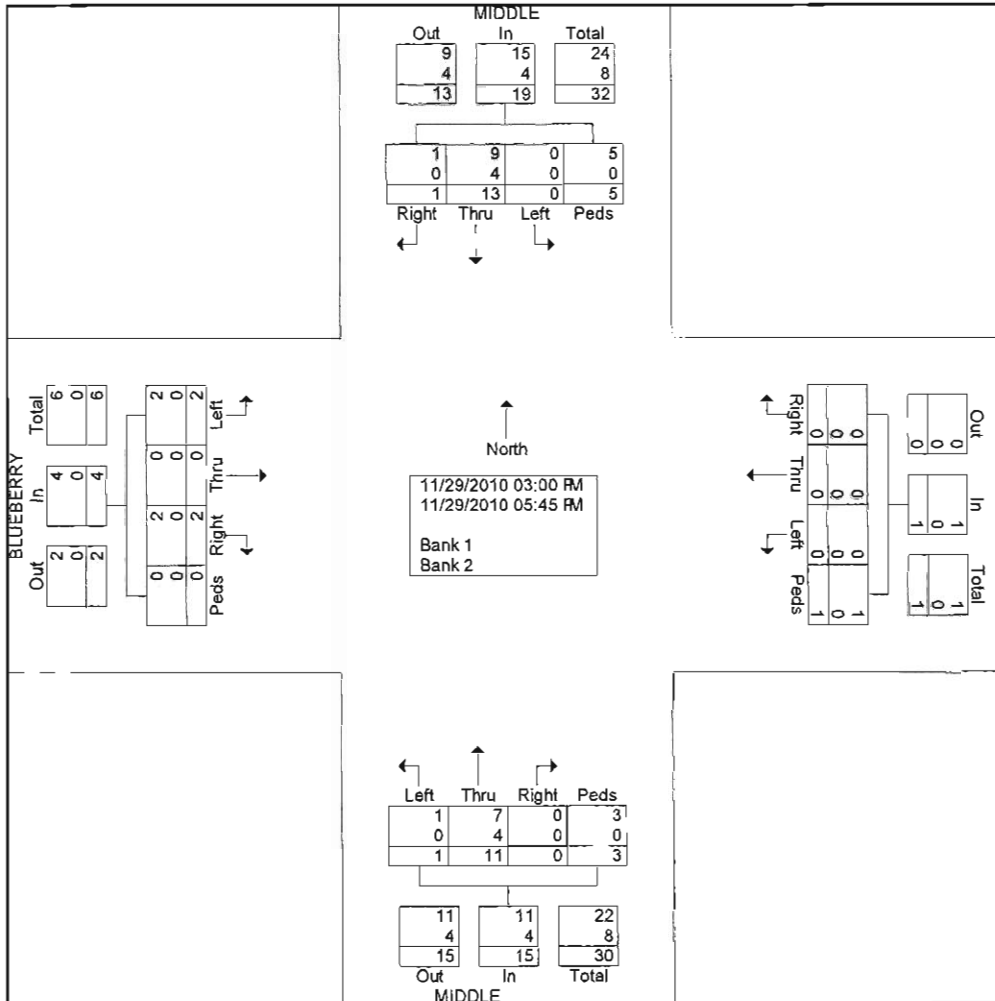
Groups Printed- Bank 1 - Bank 2

Start Time	MIDDLE From North					From East					MIDDLE From South					BLUEBERRY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	4
03:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	1	3	0	1	5	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	9
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
04:15 PM	0	3	0	1	4	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	6
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	2	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	7	0	3	10	0	0	0	0	0	0	5	0	1	6	0	0	0	0	0	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	3
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	2	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	5
05:45 PM	0	1	0	0	1	0	0	0	1	1	0	1	1	1	3	0	0	0	0	0	5
Total	0	3	0	1	4	0	0	0	1	1	0	5	1	2	8	1	0	0	0	1	14
Grand Total	1	13	0	5	19	0	0	0	1	1	0	11	1	3	15	2	0	2	0	4	39
Apprch %	5.3	68.4	0	26.3		0	0	0	100		0	73.3	6.7	20		50	0	50	0		
Total %	2.6	33.3	0	12.8	48.7	0	0	0	2.6	2.6	0	28.2	2.6	7.7	38.5	5.1	0	5.1	0	10.3	
Bank 1	1	9	0	5	15	0	0	0	1	1	0	7	1	3	11	2	0	2	0	4	31
% Bank 1	100	69.2	0	100	78.9	0	0	0	100	100	0	63.6	100	100	73.3	100	0	100	0	100	79.5
Bank 2	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
% Bank 2	0	30.8	0	0	21.1	0	0	0	0	0	0	36.4	0	0	26.7	0	0	0	0	0	20.5

Gorrill-Palmer Consulting Engineers, Inc.
 15 Shaker Road, PO Box 1237
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 Start Date : 11/29/2010
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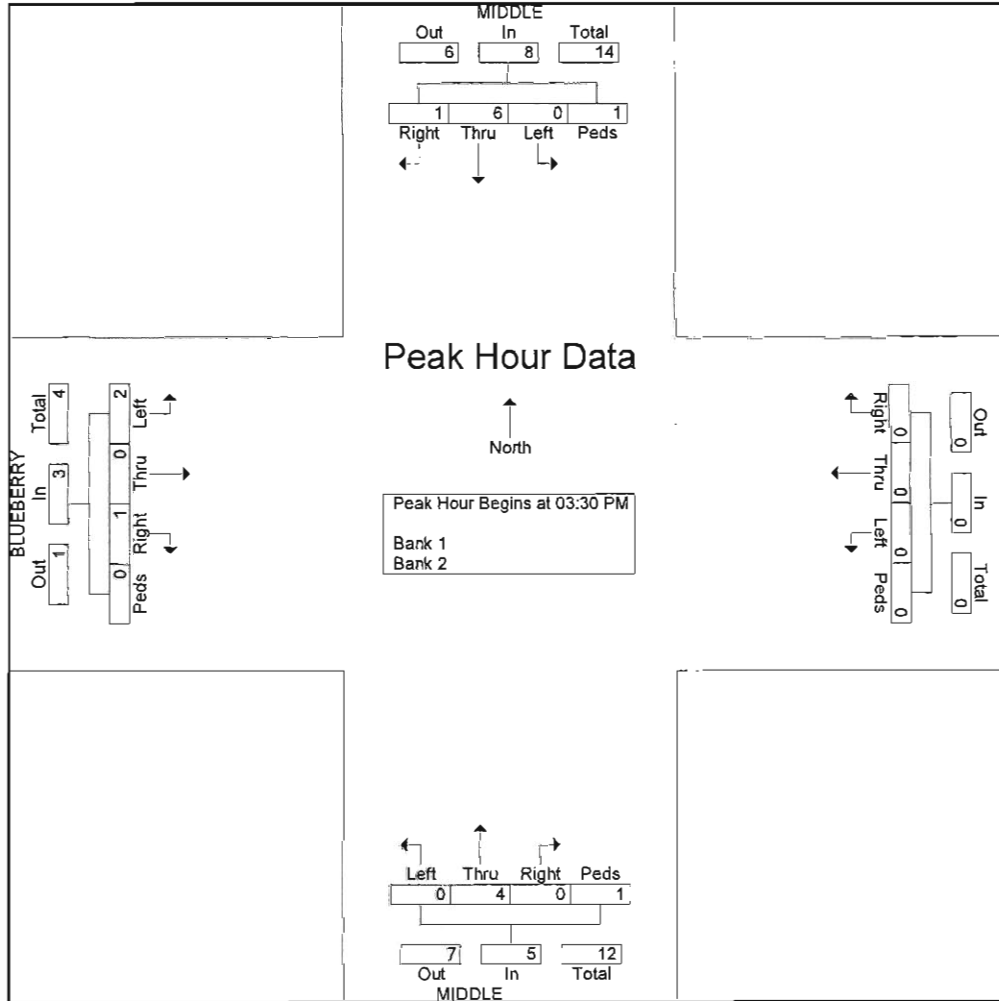


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Location:
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 Board:
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File Name : Middle@Blueberry
 Site Code : 00000000
 Start Date : 11/29/2010
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Start Time	MIDDLE From North					From East					MIDDLE From South					BLUEBERRY From West					IntL Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	4
03:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
04:15 PM	0	3	0	1	4	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	6
Total Volume	1	6	0	1	8	0	0	0	0	0	0	4	0	1	5	1	0	2	0	3	16
% App. Total	12.5	75	0	12.5		0	0	0	0		0	80	0	20		33.3	0	66.7	0		
PHF	.250	.500	.000	.250	.500	.000	.000	.000	.000	.000	.000	.500	.000	.250	.625	.250	.000	.250	.000	.250	.667



Gorrill-Palmer Consulting Engineers, Inc.
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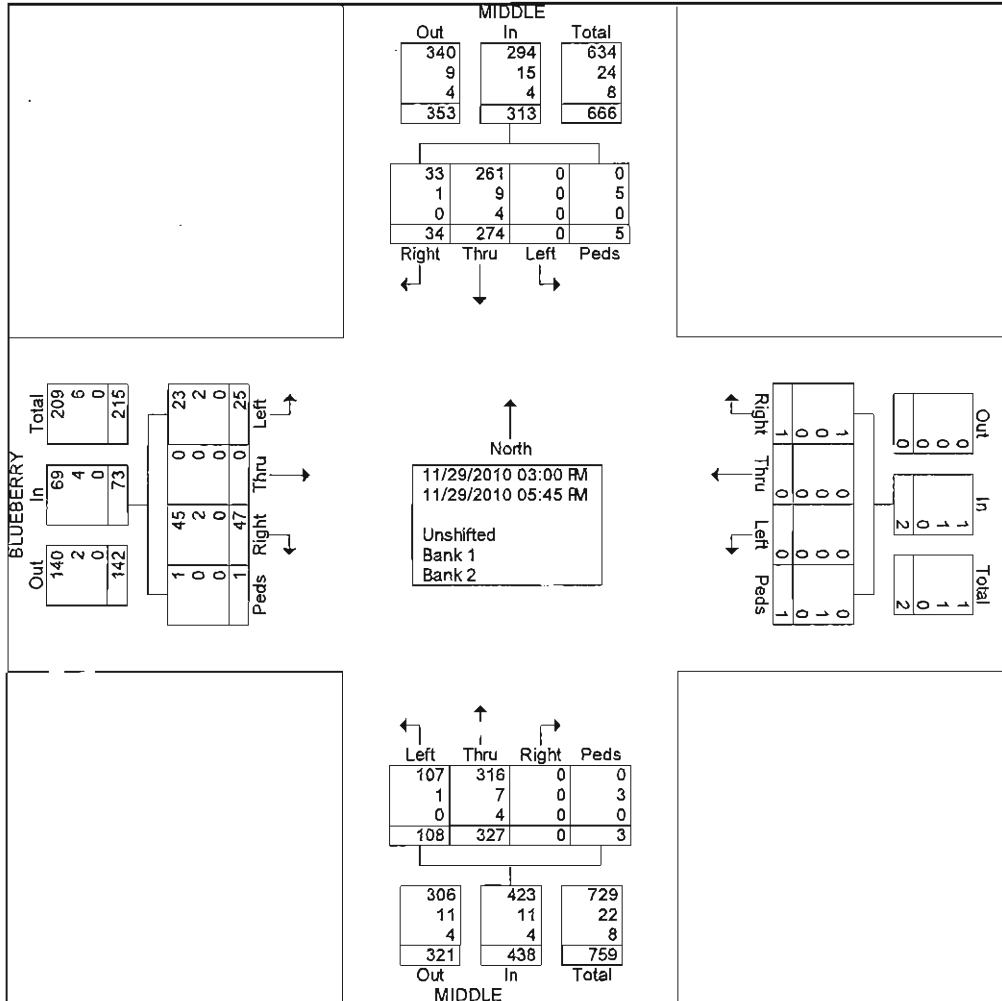
Groups Printed- Unshifted - Bank 1 - Bank 2

Start Time	MIDDLE From North					From East					MIDDLE From South					BLUEBERRY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	2	17	0	0	19	0	0	0	0	0	0	14	4	0	18	3	0	2	0	5	42
03:15 PM	1	29	0	1	31	0	0	0	0	0	0	16	4	0	20	5	0	2	0	7	58
03:30 PM	5	21	0	0	26	0	0	0	0	0	0	19	10	0	29	4	0	3	0	7	62
03:45 PM	2	23	0	0	25	0	0	0	0	0	0	25	7	0	32	3	0	3	0	6	63
Total	10	90	0	1	101	0	0	0	0	0	0	74	25	0	99	15	0	10	0	25	225
04:00 PM	4	22	0	0	26	0	0	0	0	0	0	40	7	0	47	3	0	1	0	4	77
04:15 PM	4	27	0	1	32	0	0	0	0	0	0	27	5	1	33	3	0	1	0	4	69
04:30 PM	4	20	0	0	24	0	0	0	0	0	0	21	6	0	27	3	0	3	1	7	58
04:45 PM	1	22	0	2	25	1	0	0	0	1	0	37	4	0	41	4	0	1	0	5	72
Total	13	91	0	3	107	1	0	0	0	1	0	125	22	1	148	13	0	6	1	20	276
05:00 PM	3	23	0	0	26	0	0	0	0	0	0	34	10	0	44	6	0	2	0	8	78
05:15 PM	3	19	0	0	22	0	0	0	0	0	0	22	15	0	37	4	0	1	0	5	64
05:30 PM	2	21	0	1	24	0	0	0	0	0	0	43	14	1	58	4	0	3	0	7	89
05:45 PM	3	30	0	0	33	0	0	0	1	1	0	29	22	1	52	5	0	3	0	8	94
Total	11	93	0	1	105	0	0	0	1	1	0	128	61	2	191	19	0	9	0	28	325
Grand Total	34	274	0	5	313	1	0	0	1	2	0	327	108	3	438	47	0	25	1	73	826
Apprch %	10.9	87.5	0	1.6		50	0	0	50		0	74.7	24.7	0.7		64.4	0	34.2	1.4		
Total %	4.1	33.2	0	0.6	37.9	0.1	0	0	0.1	0.2	0	39.6	13.1	0.4	53	5.7	0	3	0.1	8.8	
Unshifted	33	261	0	0	294	1	0	0	0	1	0	316	107	0	423	45	0	23	1	69	787
% Unshifted	97.1	95.3	0	0	93.9	100	0	0	0	50	0	96.6	99.1	0	96.6	95.7	0	92	100	94.5	95.3
Bank 1	1	9	0	5	15	0	0	0	1	1	0	7	1	3	11	2	0	2	0	4	31
% Bank 1	2.9	3.3	0	100	4.8	0	0	0	100	50	0	2.1	0.9	100	2.5	4.3	0	8	0	5.5	3.8
Bank 2	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
% Bank 2	0	1.5	0	0	1.3	0	0	0	0	0	0	1.2	0	0	0.9	0	0	0	0	0	1

Gorrill-Palmer Consulting Engineers, Inc.
 15 Shaker Road, PO Box 1237
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Gorrill-Palmer Consulting Engineers, Inc.

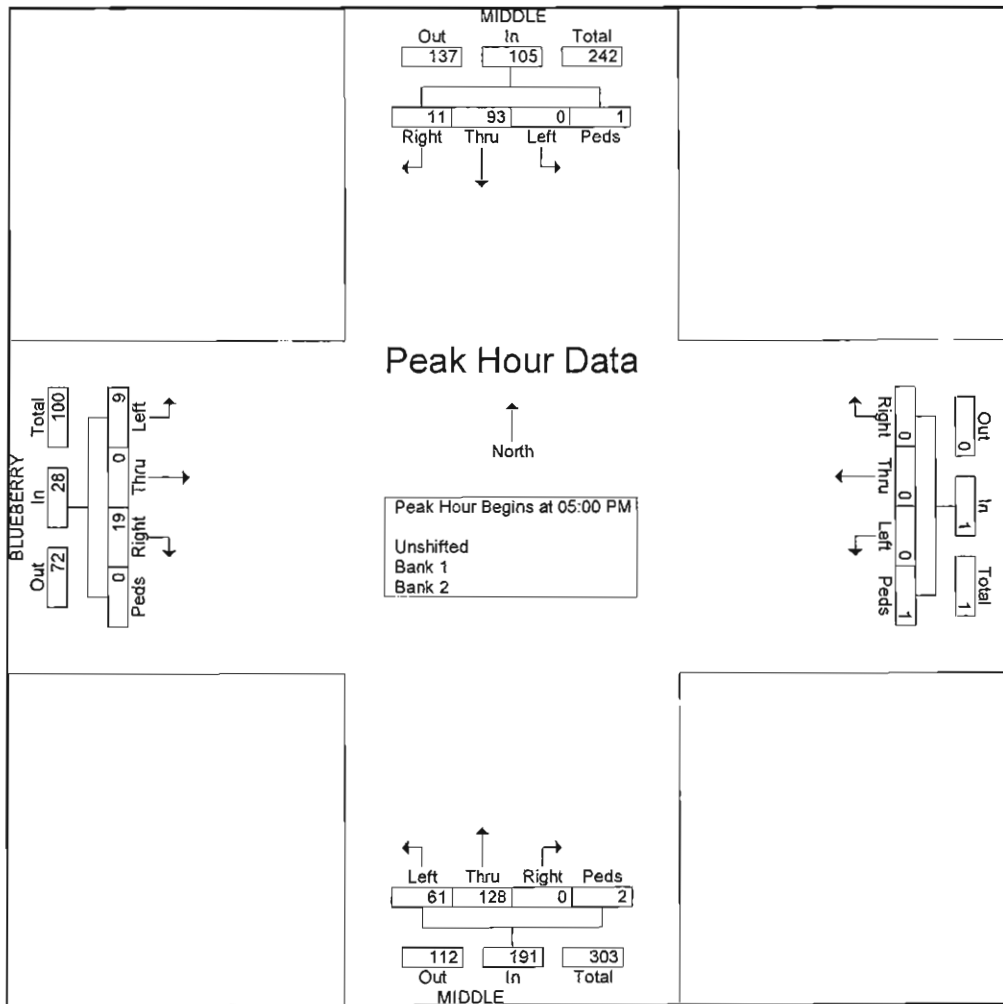
15 Shaker Road, PO Box 1237

Gray, ME 04039

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File Name : Middle@Merrill
Site Code : 00000000
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Start Time	MIDDLE From North					From East					MIDDLE From South					BLUEBERRY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	23	0	0	26	0	0	0	0	0	0	34	10	0	44	6	0	2	0	8	78
05:15 PM	3	19	0	0	22	0	0	0	0	0	0	22	15	0	37	4	0	1	0	5	64
05:30 PM	2	21	0	1	24	0	0	0	0	0	0	43	14	1	58	4	0	3	0	7	89
05:45 PM	3	30	0	0	33	0	0	0	0	1	1	29	22	1	52	5	0	3	0	8	94
Total Volume	11	93	0	1	105	0	0	0	1	1	0	128	61	2	191	19	0	9	0	28	325
% App. Total	10.5	88.6	0	1		0	0	0	100		0	67	31.9	1		67.9	0	32.1	0		86.4
PHF	.917	.775	.000	.250	.795	.000	.000	.000	.250	.250	.000	.744	.693	.500	.823	.792	.000	.750	.000	.875	.864



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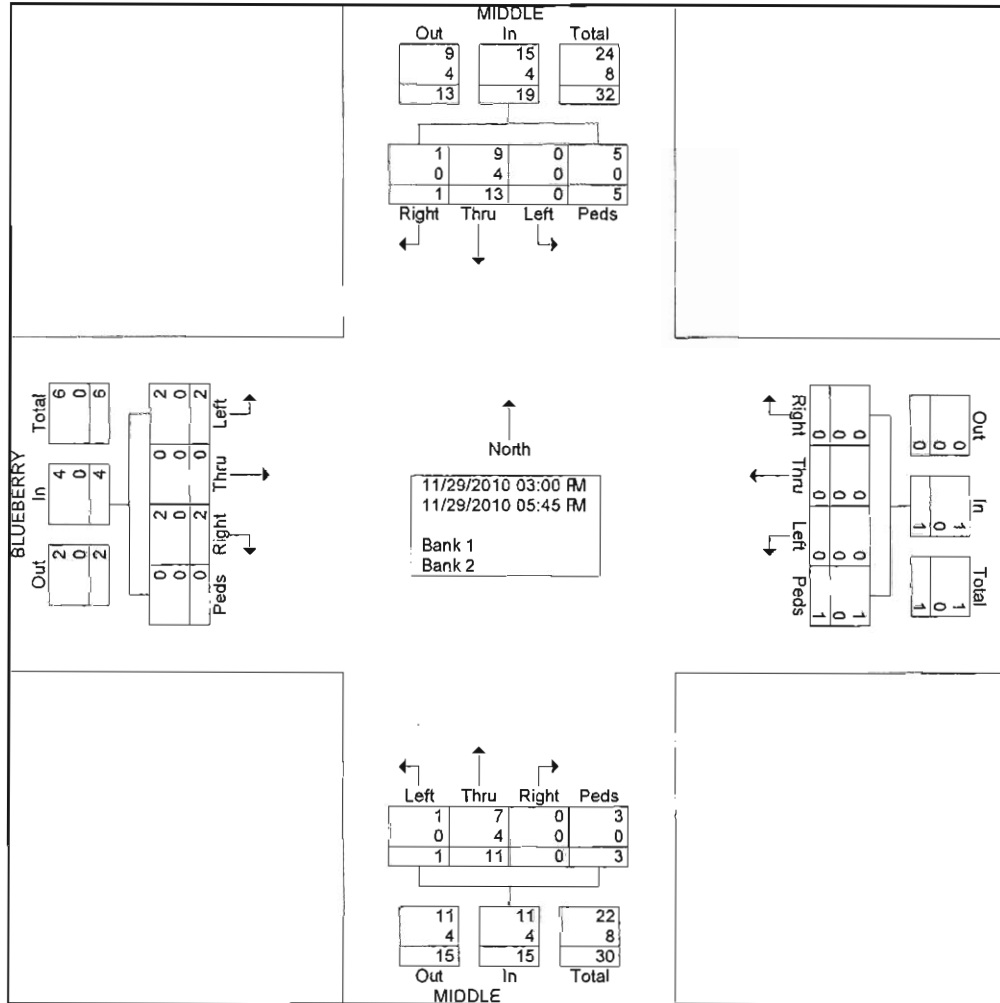
Groups Printed- Bank 1 - Bank 2

Start Time	MIDDLE From North					From East					MIDDLE From South					BLUEBERRY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	4
03:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	1	3	0	1	5	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	9
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
04:15 PM	0	3	0	1	4	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	6
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	1	0	2	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	7	0	3	10	0	0	0	0	0	0	5	0	1	6	0	0	0	0	0	16
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	3
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	0	1	2	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	5
05:45 PM	0	1	0	0	1	0	0	0	1	1	0	1	1	1	3	0	0	0	0	0	5
Total	0	3	0	1	4	0	0	0	1	1	0	5	1	2	8	1	0	0	0	1	14
Grand Total	1	13	0	5	19	0	0	0	1	1	0	11	1	3	15	2	0	2	0	4	39
Apprch %	5.3	68.4	0	26.3		0	0	0	100		0	73.3	6.7	20		50	0	50	0		
Total %	2.6	33.3	0	12.8	48.7	0	0	0	2.6	2.6	0	28.2	2.6	7.7	38.5	5.1	0	5.1	0	10.3	
Bank 1	1	9	0	5	15	0	0	0	1	1	0	7	1	3	11	2	0	2	0	4	31
% Bank 1	100	69.2	0	100	78.9	0	0	0	100	100	0	63.6	100	100	73.3	100	0	100	0	100	79.5
Bank 2	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
% Bank 2	0	30.8	0	0	21.1	0	0	0	0	0	0	36.4	0	0	26.7	0	0	0	0	0	20.5

Gorrill-Palmer Consulting Engineers, Inc.
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 Gray, ME 04039

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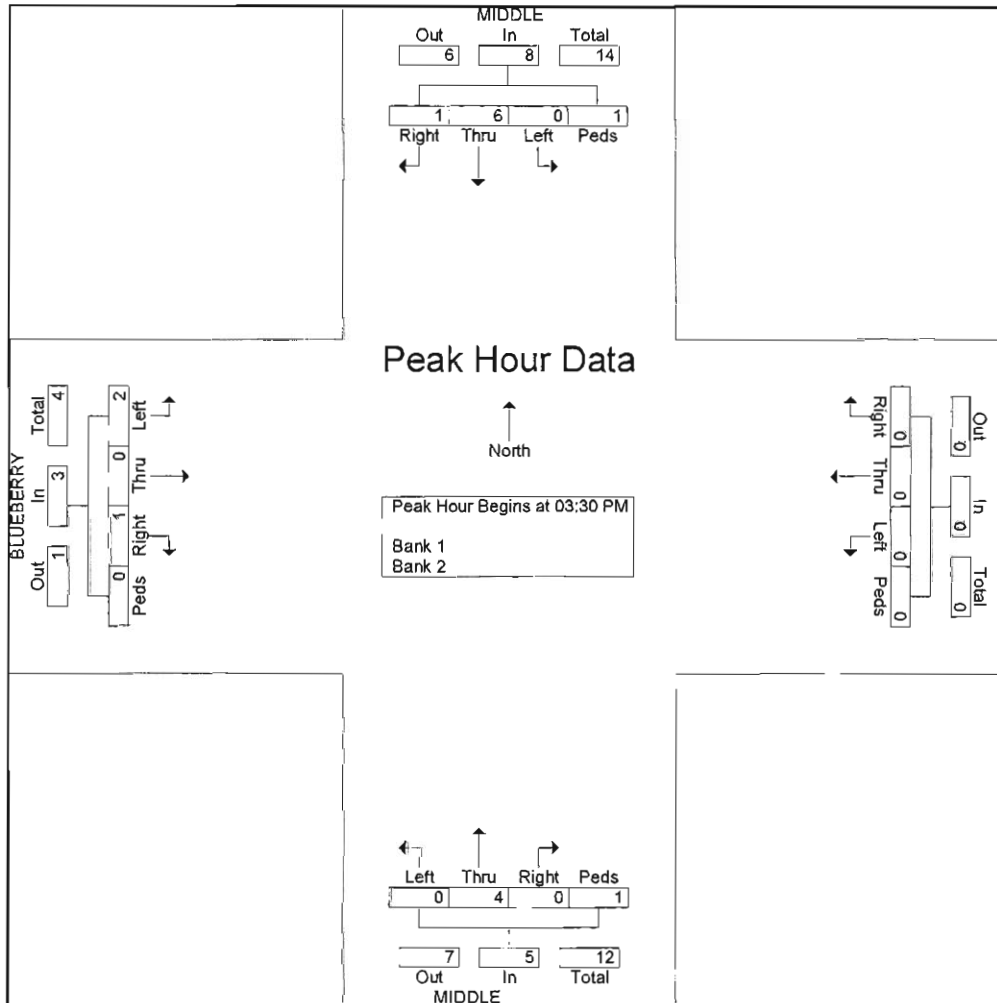


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File Name : Middle@Merrill
 Site Code : 00000000
 Start Date : 11/29/2010
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Start Time	MIDDLE From North					From East					MIDDLE From South					BLUEBERRY From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	4
03:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
04:15 PM	0	3	0	1	4	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	6
Total Volume	1	6	0	1	8	0	0	0	0	0	0	4	0	1	5	1	0	2	0	3	16
% App. Total	12.5	75	0	12.5		0	0	0	0		0	80	0	20		33.3	0	66.7	0		
PHF	.250	.500	.000	.250	.500	.000	.000	.000	.000	.000	.000	.500	.000	.250	.625	.250	.000	.250	.000	.250	.667



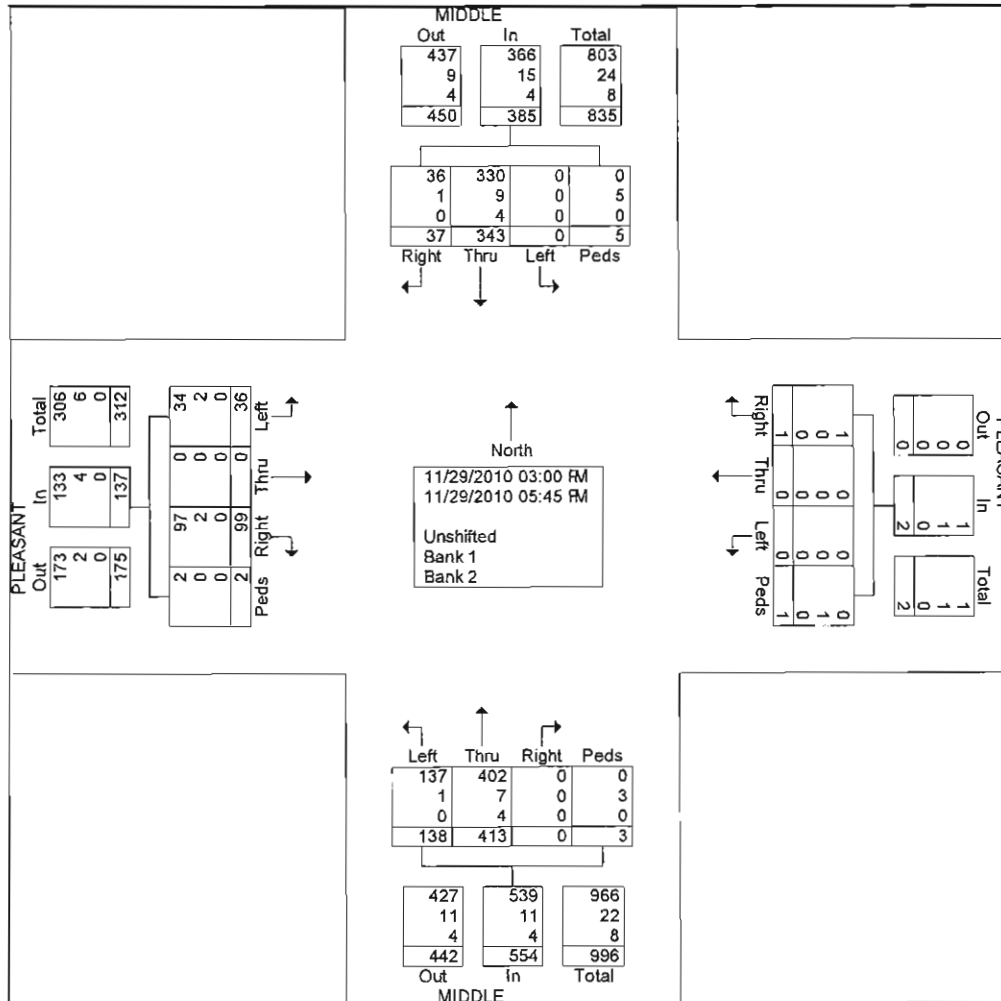
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Location:
Counter:
Board:
Weather:

File Name : Middle@Pleasant Hill_pm
Site Code : 00000000
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Gorrill-Palmer Consulting Engineers, Inc.

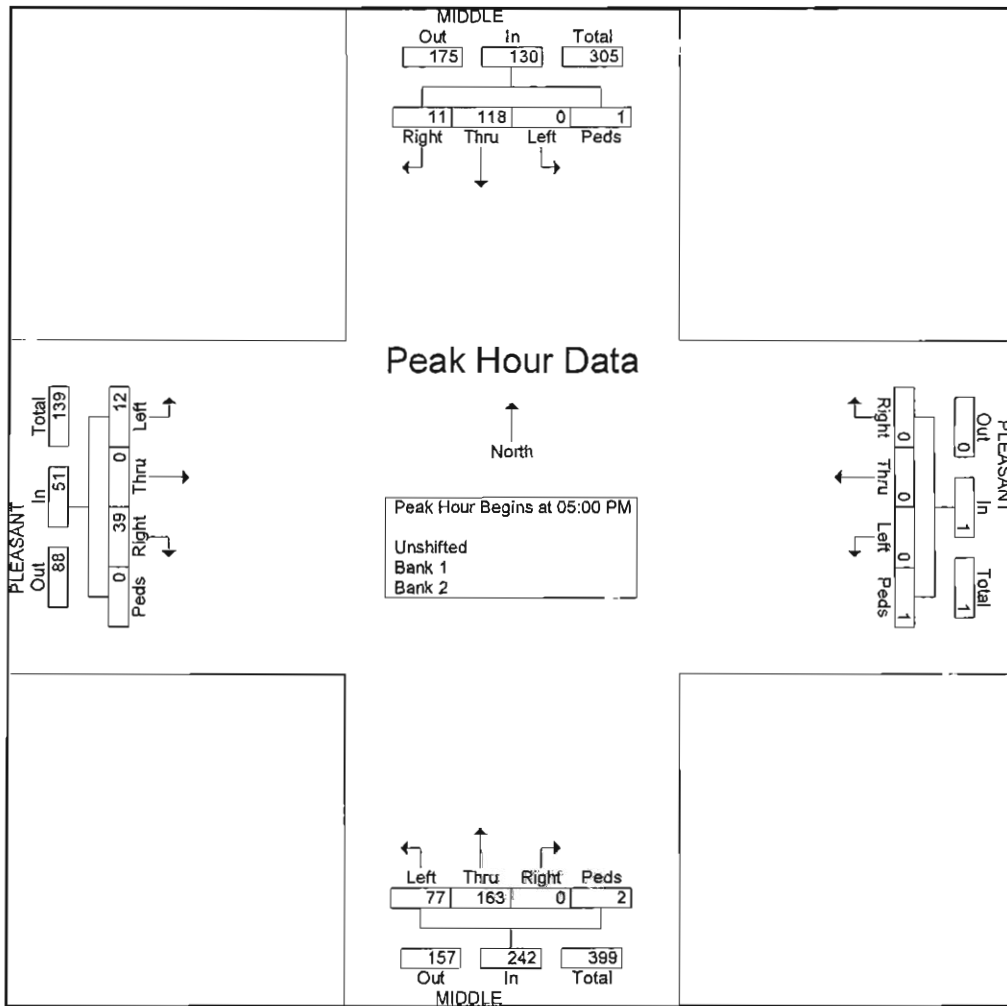
15 Shaker Road, PO Box 1237

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Location:
Counter:
Board:
Weather:

File Name : Middle@Pleasant Hill_pm
Site Code : 00000000
Start Date : 11/29/2010
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Start Time	MIDDLE From North					PLEASANT From East					MIDDLE From South					PLEASANT From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	3	30	0	0	33	0	0	0	0	0	0	43	12	0	55	11	0	3	0	14	102
05:15 PM	3	23	0	0	26	0	0	0	0	0	0	29	19	0	48	9	0	1	0	10	84
05:30 PM	2	27	0	1	30	0	0	0	0	0	0	54	18	1	73	9	0	4	0	13	116
05:45 PM	3	38	0	0	41	0	0	0	1	1	0	37	28	1	66	10	0	4	0	14	122
Total Volume	11	118	0	1	130	0	0	0	1	1	0	163	77	2	242	39	0	12	0	51	424
% App. Total	8.5	90.8	0	0.8		0	0	0	100		0	67.4	31.8	0.8		76.5	0	23.5	0		
PHF	.917	.776	.000	.250	.793	.000	.000	.000	.250	.250	.000	.755	.688	.500	.829	.886	.000	.750	.000	.911	.869



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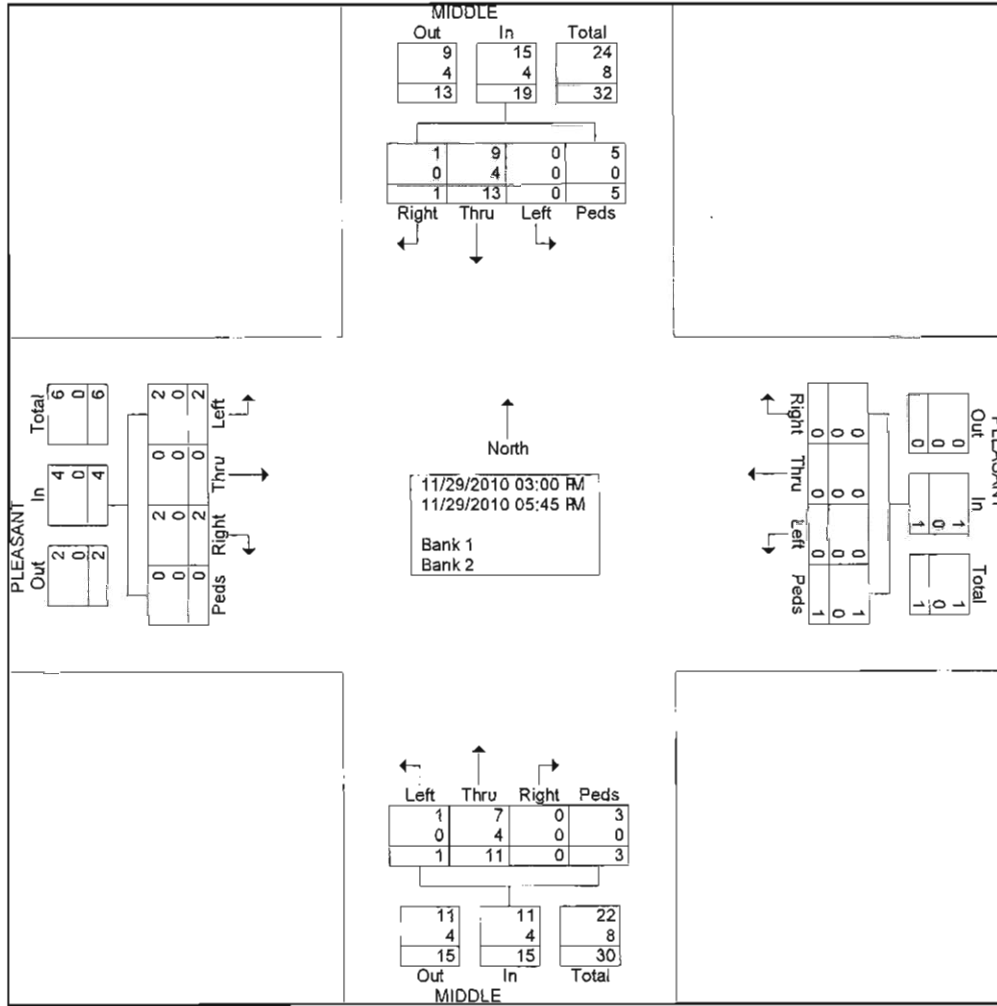
Groups Printed- Bank 1 - Bank 2

Start Time	MIDDLE From North					PLEASANT From East					MIDDLE From South					PLEASANT From West					Int. Total		
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	3	4
03:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
Total	1	3	0	1	5	0	0	0	0	0	0	1	0	0	1	1	0	2	0	3	0	9	
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	
04:15 PM	0	3	0	1	4	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	6	
04:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
04:45 PM	0	1	0	2	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	
Total	0	7	0	3	10	0	0	0	0	0	0	5	0	1	6	0	0	0	0	0	0	16	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	0	3	
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
05:30 PM	0	1	0	1	2	0	0	0	0	0	0	2	0	1	3	0	0	0	0	0	0	5	
05:45 PM	0	1	0	0	1	0	0	0	1	1	0	1	1	1	3	0	0	0	0	0	0	5	
Total	0	3	0	1	4	0	0	0	1	1	0	5	1	2	8	1	0	0	0	1	0	14	
Grand Total	1	13	0	5	19	0	0	0	1	1	0	11	1	3	15	2	0	2	0	4	0	39	
Apprch %	5.3	68.4	0	26.3		0	0	0	100		0	73.3	6.7	20		50	0	50	0				
Total %	2.6	33.3	0	12.8	48.7	0	0	0	2.6	2.6	0	28.2	2.6	7.7	38.5	5.1	0	5.1	0	10.3			
Bank 1	1	9	0	5	15	0	0	0	1	1	0	7	1	3	11	2	0	2	0	4	0	31	
% Bank 1	100	69.2	0	100	78.9	0	0	0	100	100	0	63.6	100	100	73.3	100	0	100	0	100	0	79.5	
Bank 2	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8	
% Bank 2	0	30.8	0	0	21.1	0	0	0	0	0	0	36.4	0	0	26.7	0	0	0	0	0	0	20.5	

Gorrill-Palmer Consulting Engineers, Inc.
 15 Shaker Road, PO Box 1237
 Gray, ME 04039

Location:
 Counter:
 Board:
 Weather:

File Name : Middle@Pleasant Hill_pm
 Site Code : 00000000
 Start Date : 11/29/2010
 Page No : 2

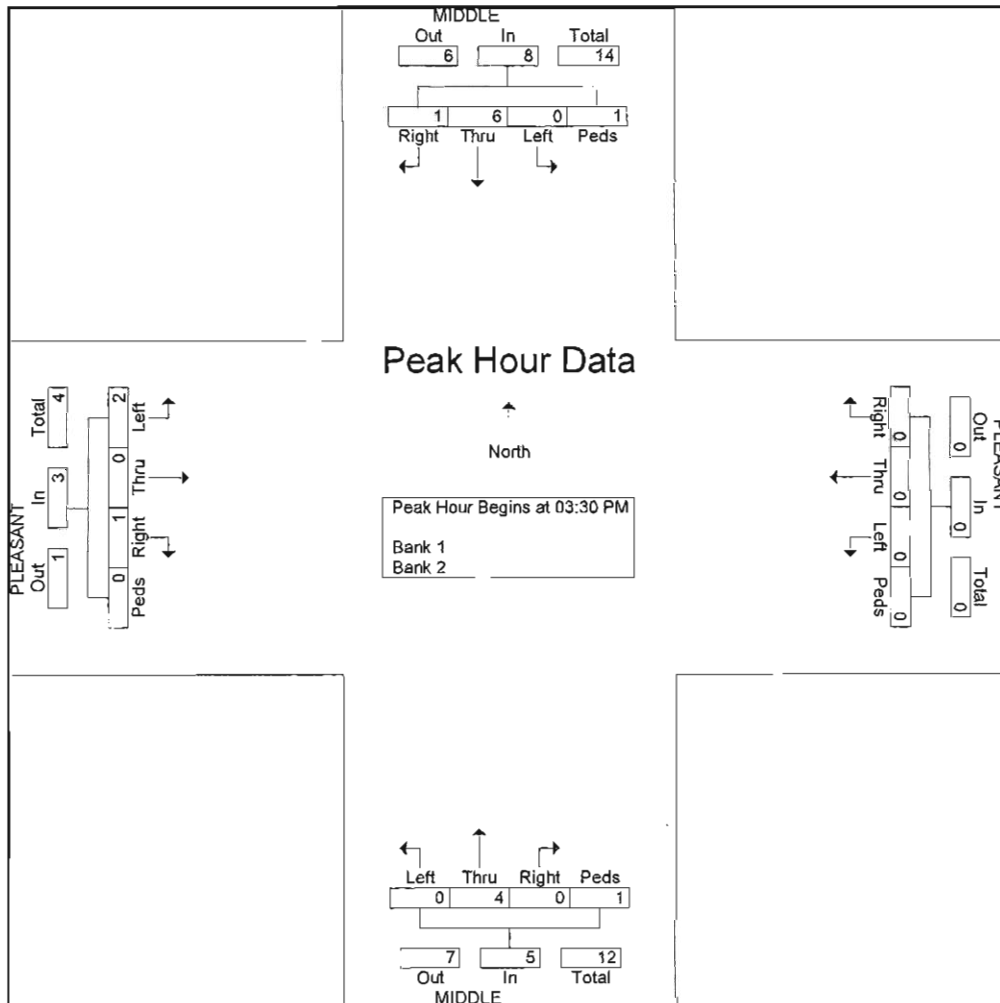


Gorrill-Palmer Consulting Engineers, Inc.
 15 Shaker Road, PO Box 1237
 Gray, ME 04039

Location:
 Counter:
 Board:
 Weather:

File Name : Middle@Pleasant Hill_pm
 Site Code : 00000000
 Start Date : 11/29/2010
 Page No : 3

Start Time	MIDDLE From North					PLEASANT From East					MIDDLE From South					PLEASANT From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	4
03:45 PM	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
04:15 PM	0	3	0	1	4	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	6
Total Volume	1	6	0	1	8	0	0	0	0	0	0	4	0	1	5	1	0	2	0	3	16
% App. Total	12.5	75	0	12.5		0	0	0	0		0	80	0	20		33.3	0	66.7	0		
PHF	.250	.500	.000	.250	.500	.000	.000	.000	.000	.000	.000	.500	.000	.250	.625	.250	.000	.250	.000	.250	.667



Gorrill-Palmer Consulting Engineers, Inc.
 PO Box 1237, 15 Shaker Road
 Gray, ME 04039

PLEASANT HILL_CLASS

Comment 1
 Comment 2
 Comment 3
 Comment 4
 Towards Allen, Towards Middle

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
11/29/10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	1	51	17	1	2	0	0	0	0	0	0	0	0	0	72
14:00	0	47	15	3	3	0	0	0	0	0	0	0	0	0	68
15:00	0	59	13	1	2	0	0	0	0	0	0	0	0	0	75
16:00	0	67	18	2	2	0	0	0	0	0	0	0	0	0	89
17:00	0	106	20	3	0	0	0	0	0	0	0	0	0	0	129
18:00	0	103	20	0	1	0	0	0	0	0	0	0	0	0	124
19:00	0	53	12	0	0	0	0	0	0	0	0	0	0	0	65
20:00	0	30	9	0	0	0	0	0	0	0	0	0	0	0	39
21:00	0	8	5	0	0	0	0	0	0	0	0	0	0	0	13
22:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
Total	1	545	131	10	10	0	0	0	0	0	0	0	0	0	697
Percent	0.1%	78.2%	18.8%	1.4%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak															
Vol.															
PM Peak	13:00	17:00	17:00	14:00	14:00										
Vol.	1	106	20	3	3										

W6MF = 6p / = 1.04
1186 X 1.04 = 1233

Gorrill-Palmer Consulting Engineers, Inc.
 PO Box 1237, 15 Shaker Road
 Gray, ME 04039

PLEASANT HILL_CLASS

Comment 1
 Comment 2
 Comment 3

Comments # Towards Allen, Towards Middle

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
11/30/10	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
07:00	0	20	8	0	2	0	0	0	0	0	0	0	0	0	30
08:00	0	111	30	2	2	0	1	0	0	0	0	0	0	0	146
09:00	0	97	25	1	2	0	0	0	0	0	0	0	0	0	125
10:00	0	31	10	0	3	0	0	0	0	0	0	0	0	0	44
11:00	0	46	7	0	0	0	0	0	0	0	0	0	0	0	53
12 PM	0	43	9	0	2	0	0	0	0	0	0	0	0	0	54
13:00	1	47	14	0	4	1	0	1	0	0	0	0	0	0	68
14:00	0	48	12	0	1	0	0	3	0	0	0	0	0	0	64
15:00	0	65	19	1	2	0	0	1	0	0	0	0	0	0	88
16:00	0	65	21	2	2	0	0	0	0	0	0	0	0	0	90
17:00	0	77	25	0	2	0	0	1	0	0	0	0	0	0	105
18:00	0	99	18	0	2	1	0	1	0	0	0	0	0	0	121
19:00	0	56	14	0	1	1	0	0	0	0	0	0	0	0	72
20:00	0	46	2	0	0	0	0	1	0	0	0	0	0	0	49
21:00	0	22	5	0	1	0	0	0	0	0	0	0	0	0	28
22:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
23:00	0	6	0	0	0	1	0	0	0	0	0	0	0	0	7
Total	1	914	226	6	26	4	0	9	0	0	0	0	0	0	1186
Percent	0.1%	77.1%	19.1%	0.5%	2.2%	0.3%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		08:00	08:00	08:00	10:00			08:00							
Vol.		111	30	2	3			1							
PM Peak	13:00	18:00	17:00	16:00	13:00	13:00	14:00								
Vol.	1	99	25	2	4	1	3								

1186 x 1.04 = 1233

Gorrill-Palmer Consulting Engineers, Inc.
 PO Box 1237, 15 Shaker Road
 Gray, ME 04039

LEDGEWOOD_CLASS

Comment 1
 Comment 2
 Comment 3
 Comment 4

Towards Allen, Towards Middle

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
11/30/10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	0	81	20	0	6	0	0	3	0	0	0	0	0	0	110
10:00	0	49	18	0	2	0	0	1	0	0	0	0	0	0	70
11:00	2	71	9	0	5	0	0	1	0	0	0	0	0	0	88
12 PM	0	97	32	0	0	0	0	2	0	0	0	0	0	0	131
13:00	1	77	25	0	6	0	0	1	0	0	0	0	0	0	110
14:00	0	119	29	1	5	1	0	6	0	0	0	0	0	0	161
15:00	1	140	43	2	5	0	0	3	0	0	0	0	0	0	194
16:00	0	209	44	0	0	0	0	8	0	0	0	0	0	0	261
17:00	0	219	32	0	4	0	1	3	0	0	0	0	0	0	259
18:00	0	112	12	0	1	0	0	1	0	0	0	0	0	0	126
19:00	0	42	9	0	0	0	0	0	0	0	0	0	0	0	51
20:00	0	48	10	0	0	0	0	0	0	0	0	0	0	0	58
21:00	0	34	8	0	0	0	0	0	0	0	0	0	0	0	42
22:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
Total	4	1317	293	3	34	1	1	29	0	0	0	0	0	0	1682
Percent	0.2%	78.3%	17.4%	0.2%	2.0%	0.1%	0.1%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	09:00	09:00		09:00										
Vol.	2	81	20		6			3							
PM Peak	13:00	17:00	16:00	15:00	13:00	14:00	17:00	16:00							
Vol.	1	219	44	2	6	1	1	8							

W&MF Epil = 1.04
x 2433
2530

Gorrill-Palmer Consulting Engineers, Inc.
 PO Box 1237, 15 Shaker Road
 Gray, ME 04039

LEDGEWOOD_CLASS

Comment 1
 Comment 2
 Comment 3
 Comments

Towards Aulen, Towards Middle

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12/1/10	3	5	1	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
04:00	1	7	0	0	0	0	0	0	0	0	0	0	0	0	8
05:00	1	16	7	0	0	0	0	0	0	0	0	0	0	0	24
06:00	1	82	21	1	3	0	0	0	0	0	0	0	0	0	108
07:00	0	276	40	5	2	1	0	2	0	0	0	0	0	0	326
08:00	2	159	30	2	8	0	0	1	0	1	0	0	0	0	203
09:00	0	69	19	0	9	0	0	1	0	0	0	0	0	0	98
10:00	4	67	21	1	4	0	0	0	0	0	0	0	0	0	97
11:00	0	97	22	0	3	2	0	2	0	0	0	0	0	0	126
12 PM	0	73	29	0	3	1	0	2	0	0	0	0	0	0	108
13:00	0	103	22	0	6	1	0	0	0	0	0	0	0	0	132
14:00	0	110	30	1	2	1	0	0	0	0	0	0	0	0	145
15:00	1	144	40	2	7	0	0	1	0	0	0	0	0	0	195
16:00	0	187	42	0	0	0	0	9	0	0	0	0	0	0	238
17:00	0	238	39	0	4	0	1	3	0	0	0	0	0	0	285
18:00	0	124	12	0	1	0	0	1	0	0	0	0	0	0	138
19:00	0	48	12	0	0	0	0	0	0	0	0	0	0	0	60
20:00	0	50	7	0	0	0	0	0	0	0	0	0	0	0	57
21:00	0	37	9	0	0	0	0	0	0	0	0	0	0	0	46
22:00	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
23:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	13	1918	407	12	52	6	1	22	1	1	0	0	0	0	2433
Percent	0.5%	78.8%	16.7%	0.5%	2.1%	0.2%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	07:00	07:00	07:00	09:00	11:00		07:00		08:00					
Vol.	4	276	40	5	9	2		2		1					
PM Peak	15:00	17:00	16:00	15:00	15:00	12:00	17:00	16:00	14:00						
Vol.	1	238	42	2	7	1	1	9	1						

Gorrill-Palmer Consulting Engineers, Inc.
 PO Box 1237, 15 Shaker Road
 Gray, ME 04039

LUNT_CLASS

Comment 1
 Comment 2
 Comment 3

Towards Middle, Towards Falmouth

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12/3/10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	1	291	55	7	5	1	2	5	1	1	0	1	0	0	370
15:00	1	333	66	17	3	1	4	14	0	0	0	0	2	0	441
16:00	0	310	62	2	3	0	0	7	2	1	0	0	0	0	387
17:00	1	265	50	4	1	0	1	6	0	0	0	0	0	0	328
18:00	0	169	29	0	1	0	0	1	0	0	0	0	0	0	200
19:00	1	139	26	0	1	0	0	1	0	0	0	0	0	0	168
20:00	1	94	14	0	1	0	0	0	0	0	0	0	0	0	110
21:00	0	92	20	0	2	0	0	0	0	0	0	0	0	0	114
22:00	0	42	5	1	0	0	0	0	0	0	0	0	0	0	49
23:00	0	31	8	0	0	0	0	0	0	0	0	0	0	0	39
Total	5	1766	335	31	18	2	7	34	3	2	0	1	2	0	2206
Percent	0.2%	80.1%	15.2%	1.4%	0.8%	0.1%	0.3%	1.5%	0.1%	0.1%	0.0%	0.0%	0.1%	0.0%	
AM Peak Vol.															
PM Peak Vol.	14:00	15:00	15:00	15:00	14:00	14:00	15:00	15:00	16:00	14:00	14:00	14:00	15:00	15:00	
	1	333	66	17	5	1	4	14	2	1	1	1	2	2	

wbmf gpl = 1.04

4331
4604

$$\frac{8935}{2} = 4468 \times 1.04 = 4647$$

Gorrill-Palmer Consulting Engineers, Inc.
 PO Box 1237, 15 Shaker Road
 Gray, ME 04039

LUNT_CLASS

Comment 1
 Comment 2
 Comment 3

Towards Middle, Towards Falmouth

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12/4/10	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
01:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	9	2	0	1	0	0	0	0	0	0	0	0	0	12
06:00	1	34	12	0	2	0	1	0	0	0	0	0	0	0	50
07:00	0	107	23	0	3	0	0	2	0	0	0	0	0	0	135
08:00	0	129	32	0	1	0	0	2	1	0	0	0	0	0	166
09:00	0	199	45	0	4	0	0	2	0	0	0	0	0	0	251
10:00	0	272	41	2	2	2	0	7	0	0	0	0	0	0	326
11:00	0	296	45	3	7	0	0	6	0	0	0	0	0	0	357
12 PM	0	291	49	1	5	0	0	5	0	1	0	0	0	0	352
13:00	0	293	44	1	1	0	0	8	0	0	0	0	0	0	349
14:00	0	257	43	0	1	0	1	5	1	0	0	0	0	0	308
15:00	0	279	44	1	3	0	0	4	0	1	0	1	1	0	334
16:00	0	240	40	0	2	0	0	5	0	0	0	0	0	0	287
17:00	0	176	33	0	1	0	0	3	0	0	0	0	0	0	213
18:00	0	168	27	0	3	0	0	1	0	0	0	0	0	0	199
19:00	0	105	26	1	0	0	0	0	0	0	0	0	0	0	132
20:00	0	84	19	0	0	0	0	1	0	0	0	0	0	0	104
21:00	0	84	18	0	0	0	0	0	0	0	0	0	0	0	102
22:00	0	47	4	0	0	0	0	0	0	0	0	0	0	0	51
23:00	0	24	2	0	0	0	0	0	0	0	0	0	0	0	26
Total	1	3122	554	9	37	2	2	51	2	3	0	3	2	0	3788
Percent	0.0%	82.4%	14.6%	0.2%	1.0%	0.1%	0.1%	1.3%	0.1%	0.1%	0.0%	0.1%	0.1%	0.0%	
AM Peak	06:00	11:00	09:00	11:00	11:00	10:00	06:00	10:00	08:00	09:00	08:00	09:00	08:00	08:00	
Vol.	1	296	45	3	7	2	1	7	1	1	1	1	1	1	
PM Peak		13:00	12:00	12:00	12:00	14:00	14:00	13:00	14:00	12:00	13:00	13:00	15:00	15:00	
Vol.		293	49	1	5	1	1	8	1	1	1	1	1	1	

Gorrill-Palmer Consulting Engineers, Inc.
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 Gray, ME 04039

LUNT_CLASS

Comment 1
 Comment 2
 Comment 3
 Comment 4

Towards Middle, Towards Falmouth

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12/5/10	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	31	4	0	0	0	0	0	0	0	0	0	0	0	35
07:00	0	65	14	0	0	0	0	0	0	0	0	0	0	0	79
08:00	0	99	20	0	0	0	0	1	0	0	0	0	0	0	120
09:00	0	147	44	1	0	0	0	3	0	1	0	0	0	0	196
10:00	1	204	35	2	0	0	0	4	1	0	0	1	0	0	248
11:00	0	290	48	2	3	0	0	5	0	0	0	0	0	0	348
12 PM	0	286	53	0	5	0	0	7	1	2	0	0	0	0	354
13:00	0	263	56	3	6	0	0	6	0	0	0	0	0	0	334
14:00	0	285	34	1	1	0	0	8	0	1	0	0	0	0	330
15:00	0	253	32	2	0	0	0	5	0	0	0	0	0	0	292
16:00	0	195	49	3	2	0	0	2	0	0	0	0	0	0	251
17:00	0	159	35	1	0	0	1	3	0	0	0	0	0	0	199
18:00	0	113	35	0	0	0	0	0	0	0	0	0	0	0	148
19:00	0	111	24	0	3	0	0	0	0	0	0	0	0	0	138
20:00	0	59	15	0	0	0	0	0	0	0	0	0	0	0	74
21:00	0	36	7	0	0	0	0	0	0	0	0	0	0	0	43
22:00	0	15	6	0	0	0	0	0	0	0	0	0	0	0	21
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
Total	1	2647	517	15	20	0	1	44	2	4	0	1	0	0	3252
Percent	0.0%	81.4%	15.9%	0.5%	0.6%	0.0%	0.0%	1.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	11:00	11:00	10:00	11:00			11:00	10:00	09:00		10:00			
Vol.	1	290	48	2	3			5	1	1		1			
PM Peak	12:00	13:00	13:00	13:00	13:00		17:00	14:00	12:00	12:00					
Vol.	286	56	3	3	6		1	8	1	2					

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LUNT_CLASS

Comment 1
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Towards Middle, Towards Falmouth

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12/6/10	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
04:00	1	4	1	0	2	0	0	0	0	0	0	0	0	0	8
05:00	0	28	6	0	1	0	0	0	0	0	0	0	0	0	35
06:00	0	77	25	2	2	0	0	2	1	0	0	0	0	0	109
07:00	0	215	51	6	8	1	3	2	2	0	0	1	1	0	290
08:00	1	284	61	9	5	1	2	8	1	3	0	1	3	0	379
09:00	1	211	50	0	4	4	3	6	0	0	1	0	0	0	281
10:00	0	213	51	0	5	2	1	6	0	0	0	0	0	0	278
11:00	0	204	62	0	4	2	1	9	0	0	0	0	0	0	282
12 PM	0	222	56	0	11	2	2	6	0	1	0	0	0	0	300
13:00	0	245	68	7	7	4	0	8	1	1	0	0	0	0	341
14:00	0	288	68	7	3	1	2	11	2	0	0	0	0	0	382
15:00	0	302	66	16	5	1	1	9	1	1	0	0	1	0	403
16:00	0	291	60	2	3	0	1	10	0	0	0	0	0	0	367
17:00	0	263	45	1	3	0	3	7	1	0	0	1	0	0	324
18:00	0	155	38	0	2	0	0	5	1	0	0	0	0	0	201
19:00	0	115	15	0	1	0	0	2	0	0	0	0	0	0	133
20:00	0	80	16	1	0	0	0	0	0	0	0	0	0	0	97
21:00	0	52	8	0	0	0	0	0	0	0	0	0	0	0	60
22:00	0	27	1	0	0	0	0	0	0	0	0	0	0	0	28
23:00	1	12	3	0	0	0	0	0	0	0	0	0	0	0	16
Total	4	3301	755	51	67	18	19	91	10	6	1	3	5	0	4331
Percent	0.1%	76.2%	17.4%	1.2%	1.5%	0.4%	0.4%	2.1%	0.2%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%
AM Peak	04:00	08:00	11:00	08:00	07:00	09:00	07:00	11:00	07:00	08:00	09:00	07:00	08:00	08:00	
Vol.	1	284	62	9	8	4	3	9	2	3	1	1	3	3	
PM Peak	23:00	15:00	13:00	15:00	12:00	13:00	17:00	14:00	14:00	12:00	17:00	17:00	15:00	15:00	
Vol.	1	302	68	16	11	4	3	11	2	1	1	1	1	1	

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LUNT_CLASS

Comment 1
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Towards Middle, Towards Fairmouth

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12/7/10	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	5	0	0	2	0	0	0	0	0	0	0	0	0	7
04:00	0	3	1	0	1	0	1	0	0	0	0	0	0	0	6
05:00	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
06:00	0	93	28	2	2	0	0	2	0	0	0	0	0	0	127
07:00	1	254	61	7	13	1	2	8	1	1	0	1	0	0	350
08:00	0	239	51	16	12	1	0	6	0	4	0	1	0	0	330
09:00	1	216	59	0	6	2	3	7	1	1	0	0	0	0	296
10:00	0	211	57	2	4	3	1	7	0	2	0	0	0	0	287
11:00	0	230	57	4	3	5	3	6	1	1	0	0	0	0	310
12 PM	0	235	52	1	8	1	2	3	0	1	0	1	0	0	304
13:00	0	207	51	0	10	1	1	4	0	0	0	0	0	0	274
14:00	0	255	74	5	7	2	2	8	2	3	0	0	0	0	360
15:00	1	316	57	17	3	1	4	10	4	4	0	0	2	0	419
16:00	0	328	63	9	2	0	1	8	0	0	0	0	0	0	411
17:00	0	315	45	0	3	0	0	6	0	1	0	0	0	0	370
18:00	1	226	46	1	4	0	0	6	0	0	0	0	0	0	284
19:00	0	140	33	0	3	0	0	2	0	0	0	0	0	0	178
20:00	0	127	29	0	1	0	0	1	1	0	0	0	0	0	159
21:00	0	57	6	1	0	0	0	0	0	0	0	0	0	0	64
22:00	0	26	4	0	0	0	0	0	0	0	0	0	0	0	30
23:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
Total	4	3512	783	65	84	17	20	84	10	18	0	3	4	0	4604
Percent	0.1%	76.3%	17.0%	1.4%	1.8%	0.4%	0.4%	1.8%	0.2%	0.4%	0.0%	0.1%	0.1%	0.0%	
AM Peak	07:00	07:00	07:00	08:00	07:00	11:00	09:00	07:00	07:00	08:00	07:00	07:00	07:00		
Vol.	1	254	61	16	13	5	3	8	1	4	1	1	1		
PM Peak	15:00	16:00	14:00	15:00	13:00	14:00	15:00	15:00	15:00	15:00	12:00	12:00	14:00		
Vol.	1	328	74	17	10	2	4	10	4	4	1	1	2		

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LUNT_CLASS

Comment 1
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Towards Middle, Towards Falmouth

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12/8/10	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
04:00	0	9	3	1	2	1	0	0	0	0	0	0	0	0	15
05:00	0	15	1	1	0	0	0	0	0	0	0	0	0	0	17
06:00	0	79	20	2	3	1	1	0	0	0	0	0	0	0	106
07:00	0	238	53	10	5	1	2	8	1	0	0	0	0	0	318
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	350	79	13	10	3	3	8	1	0	0	0	0	0	467
Percent	0.0%	74.9%	16.9%	2.8%	2.1%	0.6%	0.6%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		07:00	07:00	07:00	04:00	07:00	07:00	07:00	07:00						
Vol.		238	53	10	5	1	2	8	1						
PM Peak															
Vol.															
Grand Total	15	14698	3023	184	236	42	52	312	28	33	1	11	13	0	18648
Percent	0.1%	78.8%	16.2%	1.0%	1.3%	0.2%	0.3%	1.7%	0.2%	0.2%	0.0%	0.1%	0.1%	0.0%	

Gorrill-Palmer Consulting Engineers, Inc.
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Merril_CLASS

Comment 1
 Comment 2
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Comments 4
 Towards Middle, Towards Falmouth

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
9/14/10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	1	28	2	0	1	0	0	0	0	0	0	0	0	0	32
17:00	0	31	1	0	0	0	0	0	0	0	0	0	0	0	32
18:00	0	28	3	0	0	0	0	0	0	0	0	0	0	0	31
19:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
21:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	124	7	0	1	0	0	0	0	0	0	0	0	0	133
AM Peak Percent	0.8%	93.2%	5.3%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
PM Peak Vol.	16:00	17:00	18:00		16:00										
	1	31	3		1										

W.G.M.F Gpl = 0.91

479
 472
 360
 294
 487
 468
 475
 344
 274
 415

407 x .91 = 370
 415 / 1.1 = 407

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Merril_CLASS

Comment 1
 Comment 2
 Comment 3

Towards Middle, Towards Falmouth

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
9/15/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
07:00	2	6	1	0	0	0	0	0	0	0	0	0	0	0	9
08:00	1	29	4	0	2	0	0	0	0	0	0	0	0	0	36
09:00	0	33	7	3	2	0	0	0	0	0	0	0	0	0	45
10:00	0	46	2	0	5	0	0	0	0	0	0	0	0	0	53
11:00	1	45	3	1	1	0	0	0	0	0	0	0	0	0	51
12 PM	3	40	2	0	0	0	0	0	0	0	0	0	0	0	45
13:00	1	37	1	2	1	0	0	0	0	0	0	0	0	0	42
14:00	1	45	7	0	1	0	0	0	0	0	0	0	0	0	54
15:00	1	35	6	0	0	0	0	1	0	0	0	0	0	0	43
16:00	2	32	1	0	0	0	0	1	0	0	0	0	0	0	36
17:00	0	22	1	0	0	0	0	0	0	0	0	0	0	0	23
18:00	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23
19:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
21:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
Total	12	414	44	6	12	0	0	2	0	0	0	0	0	0	490
Percent	2.4%	84.5%	9.0%	1.2%	2.4%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak	07:00	10:00	09:00	09:00	10:00										
Vol.	2	46	7	3	5										
PM Peak	12:00	14:00	14:00	13:00	13:00			15:00							
Vol.	3	45	7	2	1			1							

Gorrill-Palmer Consulting Engineers, Inc.
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 Gray, ME 04039

Merril_CLASS

Comment 1
 Comment 2
 Comment 3

Component A
 Towards Middle, Towards Falmouth

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
9/27/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
07:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
08:00	0	25	2	0	1	0	0	0	0	0	0	0	0	0	28
09:00	2	25	2	0	3	0	0	0	0	0	0	0	0	0	32
10:00	0	36	4	0	2	0	0	0	0	0	0	0	0	0	42
11:00	0	29	3	0	4	1	0	0	0	0	0	0	0	0	37
12 PM	0	31	2	0	0	0	0	1	0	0	0	0	0	0	34
13:00	0	35	3	0	2	0	0	0	0	0	0	0	0	0	40
14:00	0	38	2	0	3	0	0	0	0	0	0	0	0	0	43
15:00	0	37	6	1	1	0	0	0	0	0	0	0	0	0	45
16:00	0	24	5	0	0	0	0	0	1	0	0	0	0	0	30
17:00	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21
18:00	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
19:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
20:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
21:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	2	353	40	1	16	1	0	1	1	0	0	0	0	0	415
Percent	0.5%	85.1%	9.6%	0.2%	3.9%	0.2%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	09:00	10:00	10:00	11:00	11:00	11:00									
Vol.	2	36	4	4	4	1									
PM Peak		14:00	15:00	15:00	14:00	14:00		12:00	16:00						
Vol.		38	6	1	3	3		1	1						

Gorrill-Palmer Consulting Engineers, Inc.
 PO Box 1237, 15 Shaker Road
 Gray, ME 04039

Merril_CLASS

Comment 1
 Comment 2
 Comment 3

Towards Middle, Towards Falmouth

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
9/28/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	3
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
07:00	0	14	2	0	4	0	0	0	0	0	0	0	0	0	20
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	20	4	0	4	2	0	0	0	0	0	0	0	0	30
Percent	0.0%	66.7%	13.3%	0.0%	13.3%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		07:00	07:00		07:00	04:00									
PM Peak Vol.		14	2		4	2									

Grand Total	123	4930	450	16	136	16	0	14	3	1	0	0	0	0	5689
Percent	2.2%	86.7%	7.9%	0.3%	2.4%	0.3%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Gorrill-Palmer Consulting Engineers, Inc.
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 Gray, ME 04039

BLUEBERRY_CLASS

- Comment 1
- Comment 2
- Comment 3
- Comment 4

Towards Falmouth Rd, Towards Middle Rd

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
9/15/10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	4	33	7	0	9	0	1	0	0	0	0	0	0	0	54
15:00	3	33	8	3	6	2	0	0	0	0	0	0	0	0	55
16:00	3	39	15	3	14	2	0	0	0	0	0	0	1	0	77
17:00	4	39	9	0	16	1	0	1	0	0	0	0	0	0	70
18:00	6	34	9	2	9	2	0	0	0	0	0	0	0	0	62
19:00	3	34	5	2	8	1	0	0	0	0	0	0	0	0	53
20:00	2	5	1	0	0	1	0	0	0	0	0	0	0	0	9
21:00	0	5	1	1	1	1	0	0	0	0	0	0	0	0	9
22:00	1	4	1	1	1	0	0	0	0	0	0	0	0	0	8
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	26	228	57	12	64	10	1	1	0	0	0	0	1	0	400
Percent	6.5%	57.0%	14.3%	3.0%	16.0%	2.5%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	

AM Peak Vol.	18:00	16:00	15:00	14:00	17:00	15:00	14:00	17:00	16:00
Vol.	6	39	15	3	16	2	1	1	1
AM Peak	18:00	16:00	15:00	14:00	17:00	15:00	14:00	17:00	16:00
Vol.	6	39	15	3	16	2	1	1	1

Op/ wtky 514 mean factor = 0.91

- 765
- 663
- 736
- 676
- 769
- 767
- 755
- 642

$5773 / 8 = 722 \quad 722 \times 0.91 = 657$

Gorrill-Palmer Consulting Engineers, Inc.
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BLUEBERRY_CLASS

Comment 1
 Comment 2
 Comment 3
 Comment 4

Towards Falmouth Rd, Towards Middle Rd

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
9/16/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	10	1	0	1	0	0	0	0	0	0	0	0	0	13
07:00	5	24	3	1	4	3	0	1	0	0	0	0	0	0	41
08:00	10	31	9	3	14	1	0	0	0	0	0	0	0	0	68
09:00	3	24	9	1	10	0	0	0	0	0	0	0	0	0	47
10:00	6	31	13	2	15	1	2	1	0	0	0	0	0	0	71
11:00	1	22	6	6	6	0	1	1	1	0	0	0	0	0	44
12 PM	1	24	3	0	3	1	1	0	0	0	0	0	1	0	34
13:00	2	29	14	3	12	0	1	1	0	0	0	0	0	0	62
14:00	1	40	11	1	11	0	0	0	0	0	0	0	0	0	64
15:00	5	37	12	5	9	0	0	0	0	0	0	0	0	0	68
16:00	0	35	15	2	7	0	0	0	0	0	0	0	0	0	59
17:00	4	38	7	0	9	0	0	0	0	0	0	0	0	0	58
18:00	2	26	9	2	6	0	0	0	0	0	0	0	0	0	45
19:00	0	30	3	1	4	0	0	0	0	0	0	0	0	0	38
20:00	0	15	3	0	4	0	0	0	0	0	0	0	0	0	22
21:00	0	15	2	1	3	0	0	0	0	0	0	0	0	0	21
22:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
23:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	42	437	123	28	118	6	5	4	1	0	0	0	1	0	765
Percent	5.5%	57.1%	16.1%	3.7%	15.4%	0.8%	0.7%	0.5%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
AM Peak	10	31	13	6	15	3	2	1	1						
PM Peak	15:00	14:00	16:00	15:00	13:00	12:00	12:00	13:00	12:00	12:00	12:00	12:00	12:00	12:00	12:00
Vol.	5	40	15	5	12	1	1	1	1						1

Gorrill-Palmer Consulting Engineers, Inc.
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 Gray, ME 04039

BLUEBERRY_CLASS

Comment 1
 Comment 2
 Comment 3
 Comment 4

TOWARDS Falmouth Rd, Towards Middle Rd

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
9/17/10	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	1	4	0	0	0	0	0	0	0	0	0	0	0	0	5
07:00	3	30	6	1	3	1	0	0	0	0	0	0	0	0	44
08:00	2	23	6	3	8	2	1	1	0	0	0	0	0	0	46
09:00	1	26	6	0	10	1	0	0	0	0	0	0	0	0	44
10:00	1	23	9	2	10	0	0	0	0	0	0	0	0	0	45
11:00	1	15	2	0	7	0	0	0	0	0	0	0	0	0	25
12 PM	1	22	8	1	7	0	0	0	0	0	0	0	0	0	39
13:00	1	22	8	1	6	1	0	1	0	0	0	0	0	0	40
14:00	4	35	7	1	13	1	0	0	0	0	0	0	0	0	61
15:00	2	57	13	4	15	0	0	0	0	0	0	0	0	0	91
16:00	0	35	5	1	12	1	0	0	0	0	0	0	0	0	54
17:00	0	28	7	0	16	1	0	0	0	0	0	0	0	0	52
18:00	2	29	7	0	7	0	0	0	0	0	0	0	0	0	45
19:00	0	23	7	0	4	1	0	0	0	0	0	0	0	0	35
20:00	1	8	1	0	2	0	0	0	0	0	0	0	0	0	12
21:00	0	8	0	0	1	1	0	0	0	0	0	0	0	0	10
22:00	1	6	2	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
Total	21	398	96	14	121	10	1	2	0	0	0	0	0	0	663
Percent	3.2%	60.0%	14.5%	2.1%	18.3%	1.5%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	10:00	08:00	09:00	08:00	08:00	08:00							
Vol.	3	30	9	3	10	2	1	1							
PM Peak	14:00	15:00	15:00	15:00	17:00	13:00		13:00							
Vol.	4	57	13	4	16	1		1							

Gorrill-Palmer Consulting Engineers, Inc.
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BLUEBERRY_CLASS

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
9/18/10	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	1	1	1	0	1	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	5	0	0	0	1	0	0	0	0	0	0	0	0	6
07:00	4	5	1	0	1	0	0	0	0	0	0	0	0	0	11
08:00	2	9	3	0	5	1	0	0	0	0	0	0	0	0	20
09:00	3	16	3	0	7	0	0	0	0	0	0	0	0	0	29
10:00	2	29	6	3	16	0	0	0	0	0	0	0	0	0	57
11:00	3	42	4	1	14	0	0	0	0	0	0	0	1	0	64
12 PM	2	32	7	0	12	0	0	0	0	0	0	0	0	0	53
13:00	3	33	6	0	10	0	0	0	0	0	0	0	0	0	52
14:00	1	18	4	1	7	1	1	0	0	0	0	0	0	0	33
15:00	1	26	6	1	8	1	0	0	0	0	0	0	0	0	43
16:00	2	20	4	0	9	0	0	0	0	0	1	0	0	0	36
17:00	1	30	4	2	11	0	0	0	0	1	0	0	0	0	49
18:00	3	21	8	1	4	0	0	0	0	0	0	0	0	0	37
19:00	0	13	1	0	3	0	0	0	0	0	0	0	0	0	17
20:00	0	11	2	0	2	0	0	0	0	0	0	0	0	0	15
21:00	1	7	2	0	0	0	0	0	0	0	0	0	0	0	10
22:00	4	13	1	1	3	1	0	0	0	0	0	0	0	0	23
23:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4
Total	34	336	64	10	113	5	1	0	0	1	1	0	1	0	566
Percent	6.0%	59.4%	11.3%	1.8%	20.0%	0.9%	0.2%	0.0%	0.0%	0.2%	0.2%	0.0%	0.2%	0.0%	
AM Peak	07:00	11:00	10:00	10:00	06:00								10:00		
Vol.	4	42	6	3	16	1							1		
PM Peak	22:00	13:00	18:00	17:00	12:00	14:00	14:00	17:00	16:00						
Vol.	4	33	8	2	12	1	1	1	1						

Comment 1
 Comment 2
 Comment 3
 Comment 4

Towards Falmouth Rd., Towards Middle Rd

Gorrill-Palmer Consulting Engineers, Inc.
 PO Box 1237, 15 Shaker Road
 Gray, ME 04039

BLUEBERRY_CLASS

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
9/25/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	2	17	2	0	6	0	0	0	0	0	0	0	0	0	27
07:00	0	9	0	0	0	1	0	0	0	0	0	0	0	0	10
08:00	0	21	3	1	11	1	0	0	0	0	0	0	0	0	37
09:00	2	26	9	1	9	0	0	0	0	0	0	0	0	0	47
10:00	6	32	7	1	10	0	1	0	0	0	0	0	0	0	57
11:00	3	33	5	1	13	0	0	0	0	0	0	0	0	0	56
12 PM	1	35	1	0	6	1	0	0	0	0	0	0	1	0	44
13:00	5	24	5	1	16	0	0	0	0	0	0	0	0	0	51
14:00	1	18	3	1	4	1	0	0	0	0	0	0	0	0	28
15:00	4	34	7	2	10	0	0	0	0	0	0	0	0	0	57
16:00	3	30	8	1	8	0	0	1	0	0	0	0	0	0	51
17:00	0	27	7	2	8	0	0	0	0	0	0	0	0	0	44
18:00	0	21	2	0	3	0	0	0	0	0	0	0	0	0	26
19:00	1	16	2	0	5	0	0	0	0	0	0	0	0	0	24
20:00	2	12	3	0	3	0	0	0	0	0	0	0	0	0	20
21:00	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
22:00	0	14	1	0	2	1	0	0	0	0	0	0	0	0	18
23:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	31	390	66	11	116	5	1	1	0	0	0	0	1	0	622
Percent	5.0%	62.7%	10.6%	1.8%	18.6%	0.8%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	
AM Peak	10:00	11:00	09:00	08:00	11:00	07:00	10:00						11:00		
Vol.	6	33	9	1	13	1	1						1		
PM Peak	13:00	12:00	16:00	15:00	13:00	12:00		16:00							
Vol.	5	35	8	2	16	1		1							

BLUEBERRY_CLASS

Comment 1
 Comment 2
 Comment 3
 Comment 4

Towards Falmouth Rd, Towards Middle Rd

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
9/26/10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	5	0	0	2	0	0	0	0	0	0	0	0	0	7
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
07:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
08:00	1	8	4	1	3	1	0	0	0	0	0	0	0	0	17
09:00	0	14	3	1	2	0	0	0	0	0	0	0	0	0	20
10:00	3	17	4	3	8	1	0	0	0	1	0	0	0	0	37
11:00	1	21	10	0	6	0	0	0	0	0	0	0	0	0	38
12 PM	3	23	4	1	8	0	0	0	0	0	0	0	0	0	39
13:00	2	18	2	0	7	0	0	0	0	0	0	0	0	0	29
14:00	1	15	6	1	5	1	0	0	0	0	0	0	0	0	29
15:00	1	27	5	2	8	0	0	0	0	0	0	0	0	0	43
16:00	2	26	2	0	7	0	0	0	0	0	0	0	0	0	37
17:00	1	18	2	2	6	0	0	0	0	0	0	0	0	0	29
18:00	0	9	3	1	1	0	0	0	0	0	0	0	0	0	14
19:00	0	16	2	0	1	0	0	0	0	0	0	0	0	0	19
20:00	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
21:00	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
22:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	17	237	53	11	65	4	0	0	0	1	0	0	1	0	389
Percent	4.4%	60.9%	13.6%	2.8%	16.7%	1.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.3%	0.0%	
AM Peak	10:00	11:00	11:00	10:00	10:00	03:00				10:00					
Vol.	3	21	10	3	8	1				1					
PM Peak	12:00	15:00	14:00	15:00	12:00	14:00				14:00					
Vol.	3	27	6	2	8	1				1					

Gorrill-Palmer Consulting Engineers, Inc.
 PO Box 1237, 15 Shaker Road
 Gray, ME 04039

BLUEBERRY_CLASS

Comment 1
 Comment 2
 Comment 3
 Comment 4

Towards Fairmount Rd, Towards Middle Rd

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
9/28/10	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
05:00	1	4	0	0	1	0	0	0	0	0	0	0	0	0	6
06:00	0	9	1	0	0	1	0	0	0	0	0	0	0	0	11
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	18	3	0	2	1	0	0	0	0	0	0	0	0	25
Percent	4.0%	72.0%	12.0%	0.0%	8.0%	4.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	05:00	06:00	04:00		00:00	06:00									
Vol.	1	9	2		1	1									
PM Peak															
Vol.															
Grand Total	374	4787	1183	243	1513	84	12	18	2	5	1	0	8	0	8230
Percent	4.5%	58.2%	14.4%	3.0%	18.4%	1.0%	0.1%	0.2%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	

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 Gray, ME 04039

BROOK_CLASS

Comment 1
 Comment 2
 Comment 3
 Comment 4

Towards Blackstrap, Towards Leighton

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12/1/10	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	0	206	54	11	4	2	1	3	1	0	0	0	0	0	282
16:00	2	269	72	20	8	0	3	4	2	0	0	0	0	0	380
17:00	0	341	77	20	4	0	1	3	2	2	0	0	0	0	450
18:00	0	334	74	11	3	1	0	8	1	0	0	1	0	0	433
19:00	1	160	49	9	4	2	0	0	0	0	0	0	0	0	225
20:00	1	130	25	7	3	0	0	1	0	0	0	0	0	0	167
21:00	0	79	14	3	0	0	0	0	0	0	0	0	0	0	96
22:00	0	49	16	1	2	0	0	1	0	0	0	0	0	0	69
23:00	0	32	2	1	2	0	0	0	0	0	0	0	0	0	37
Total	4	1600	383	83	30	5	5	20	6	2	0	1	0	0	2139
Percent	0.2%	74.8%	17.9%	3.9%	1.4%	0.2%	0.2%	0.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.															
PM Peak Vol.	16:00	17:00	17:00	16:00	16:00	15:00	16:00	18:00	16:00	17:00	18:00	18:00	18:00	18:00	
	2	341	77	20	8	2	3	8	2	2	2	2	2	1	

$wgmf Gpl = 1.04$
 $[1881 + 4682] / 2 \times 1.04 = 497.3$

2439
 M

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 Gray, ME 04039

BROOK_CLASS

Comment 1
 Comment 2
 Comment 3
 Comment 4

Towards Leighton

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12/2/10	0	9	3	1	0	0	0	0	0	0	0	0	0	0	13
01:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18
06:00	0	24	16	1	1	0	0	0	0	0	0	0	0	0	42
07:00	0	119	48	4	7	0	0	1	0	0	0	0	0	0	179
08:00	0	320	78	16	5	1	0	6	0	0	0	0	0	0	427
09:00	0	251	64	15	5	0	1	4	0	0	0	0	1	0	341
10:00	1	198	57	9	11	1	1	0	0	0	0	0	0	0	278
11:00	0	173	48	18	5	1	0	1	1	0	0	0	0	0	247
12 PM	0	180	64	19	8	0	0	0	0	0	0	0	0	0	271
13:00	1	203	65	18	4	0	0	1	0	0	0	0	0	0	292
14:00	0	238	65	18	8	0	0	1	2	0	0	0	0	0	332
15:00	1	285	72	30	7	0	1	3	1	0	0	0	0	0	400
16:00	0	258	86	43	9	0	0	7	2	0	0	0	0	0	405
17:00	1	336	100	32	4	1	1	6	3	0	0	0	0	0	484
18:00	4	369	97	18	6	0	0	1	1	0	0	0	0	0	501
19:00	0	204	43	8	2	0	0	0	0	1	0	0	0	0	259
20:00	0	100	31	4	0	0	0	2	0	0	0	0	0	0	137
21:00	0	89	18	1	0	0	0	0	0	0	0	0	0	0	108
22:00	0	60	16	1	0	0	0	0	0	0	0	0	0	0	77
23:00	0	36	10	0	0	0	0	0	0	0	0	0	0	0	46
Total	8	3484	990	256	83	4	4	39	10	1	0	0	2	0	4881
Percent	0.2%	71.4%	20.3%	5.2%	1.7%	0.1%	0.1%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	08:00	11:00	10:00	08:00	09:00	08:00	11:00	08:00	0.0%	0.0%	0.0%	0.0%	
Vol.	1	320	78	18	11	1	1	6	1	1	1	1	1	1	
PM Peak	18:00	18:00	17:00	16:00	16:00	17:00	15:00	16:00	17:00	19:00	17:00	17:00	19:00	19:00	
Vol.	4	369	100	43	9	1	1	7	3	1	3	1	1	1	

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 Gray, ME 04039

BROOK_CLASS

Comment 1
 Comment 2
 Comment 3
 Comment 4

Towards Leighton

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12/3/10	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
01:00	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
02:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	2	0	1	1	0	0	0	0	0	0	0	0	0	4
04:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
05:00	0	16	5	1	0	0	0	0	0	0	0	0	0	0	22
06:00	0	24	20	1	1	0	0	0	0	0	0	0	0	0	46
07:00	0	99	47	2	4	0	0	2	0	0	0	0	0	0	154
08:00	1	288	54	12	10	1	0	5	1	0	1	0	0	0	373
09:00	1	238	71	15	6	0	1	4	3	1	0	0	0	0	340
10:00	0	161	51	10	15	1	0	4	2	1	0	0	0	0	245
11:00	0	149	55	12	9	0	0	1	1	0	0	0	0	0	227
12 PM	0	185	63	18	14	2	1	3	0	0	0	1	0	0	287
13:00	0	226	83	30	14	0	0	5	2	0	0	0	0	0	360
14:00	3	185	67	13	5	2	0	1	1	0	0	0	0	0	278
15:00	3	241	71	19	11	1	0	6	0	0	0	0	0	0	352
16:00	3	273	95	38	5	2	0	3	1	0	1	0	0	0	423
17:00	2	365	82	20	15	1	0	6	0	1	0	0	0	0	492
18:00	2	344	72	27	3	0	0	3	6	0	0	0	0	0	457
19:00	0	136	31	6	3	0	1	2	0	0	0	0	0	0	179
20:00	0	112	27	0	3	0	0	0	0	0	0	0	0	0	142
21:00	0	69	18	1	0	0	0	0	0	0	0	0	0	0	88
22:00	0	84	10	4	2	0	0	0	0	0	0	0	0	0	100
23:00	0	49	7	1	1	0	0	0	0	0	0	0	0	0	58
Total	15	3291	939	231	122	10	3	45	18	3	2	1	2	0	4682
Percent	0.3%	70.3%	20.1%	4.9%	2.6%	0.2%	0.1%	1.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	09:00	09:00	10:00	08:00	09:00	08:00	09:00	09:00	08:00				
Vol.	1	288	71	15	15	1	1	5	3	1	1				
PM Peak	14:00	17:00	16:00	16:00	17:00	12:00	12:00	15:00	18:00	17:00	16:00	12:00	16:00		
Vol.	3	365	95	38	15	2	1	6	6	1	1	1	2		

Gorrill-Palmer Consulting Engineers, Inc.
 PO Box 1237, 15 Shaker Road
 Gray, ME 04039

BROOK_CLASS

Comment 1
 Comment 2
 Comment 3
 Comment 4

Towards Leighton
 Towards Blackstrap

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12/4/10	0	36	7	0	0	0	0	0	0	0	0	0	0	0	43
01:00	0	25	3	0	0	0	0	0	0	0	0	0	0	0	28
02:00	0	12	3	1	0	0	0	0	0	0	0	0	0	0	16
03:00	0	8	5	1	0	0	0	0	0	0	0	0	0	0	14
04:00	0	1	3	0	1	1	0	0	0	0	0	0	0	0	6
05:00	0	5	3	0	0	1	0	0	0	0	0	0	0	0	9
06:00	0	11	6	0	0	1	0	0	0	0	0	0	0	0	17
07:00	0	35	14	1	2	1	0	0	0	0	0	0	0	0	53
08:00	0	17	17	1	2	0	0	0	0	0	0	0	0	0	111
09:00	0	130	42	5	5	0	0	2	1	0	0	0	0	0	185
10:00	0	164	49	6	1	0	0	1	1	1	0	0	0	0	223
11:00	0	193	53	7	2	0	1	3	0	0	0	0	0	0	259
12 PM	2	232	71	12	1	1	0	2	2	0	0	0	0	0	323
13:00	2	225	59	13	1	0	0	1	1	0	0	0	0	0	303
14:00	0	227	64	13	7	0	0	1	1	0	0	0	0	0	313
15:00	2	227	74	14	2	0	0	3	0	0	0	0	0	0	322
16:00	0	261	64	15	6	0	0	3	2	0	0	0	0	0	351
17:00	1	198	59	12	2	0	0	2	0	0	0	0	0	0	274
18:00	0	166	32	2	2	0	0	0	0	0	0	0	0	0	202
19:00	0	105	28	2	2	0	0	0	0	0	0	0	0	0	137
20:00	0	93	22	3	1	0	0	1	0	0	0	0	0	0	120
21:00	0	58	13	1	2	0	0	0	0	0	0	0	0	0	74
22:00	0	55	14	1	0	0	0	0	0	0	0	0	0	0	70
23:00	0	58	9	2	0	0	0	0	0	0	0	0	0	0	69
Total	7	2616	714	112	39	4	1	19	9	1	0	0	0	0	3522
Percent	0.2%	74.3%	20.3%	3.2%	1.1%	0.1%	0.0%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00	11:00	09:00	04:00	11:00	11:00	09:00	10:00					
Vol.		193	53	7	5	1	1	3	1	1					
PM Peak		16:00	15:00	16:00	14:00	12:00		15:00	12:00						
Vol.		261	74	15	7	1		3	2						

Gorrill-Palmer Consulting Engineers, Inc.
 PO Box 1237, 15 Shaker Road
 Gray, ME 04039

BROOK_CLASS

Comment 1
 Comment 2
 Comment 3
 Comment 4
 Towards Blackstrap, Towards Leighton

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12/5/10	0	28	7	1	0	0	0	0	0	0	0	0	0	0	37
01:00	0	19	8	0	0	0	0	0	0	0	0	0	0	0	27
02:00	0	7	6	0	0	0	0	0	0	0	0	0	0	0	13
03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
05:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
06:00	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
07:00	0	24	11	0	1	0	0	0	0	0	0	0	0	0	36
08:00	0	51	18	3	2	0	0	0	0	0	0	0	0	0	74
09:00	1	112	35	5	0	0	0	0	0	0	0	0	0	0	153
10:00	0	112	39	1	0	0	0	1	0	0	0	0	0	0	153
11:00	1	189	42	6	4	0	1	1	0	0	0	0	0	0	244
12 PM	1	213	54	11	2	0	0	3	0	0	0	0	0	0	284
13:00	0	245	67	18	0	0	0	3	1	0	0	0	0	0	334
14:00	0	218	65	11	4	0	0	2	0	1	0	0	0	0	301
15:00	0	222	50	16	4	0	0	2	0	0	0	0	0	0	294
16:00	2	194	49	5	1	1	0	0	0	0	0	0	0	0	252
17:00	0	155	36	8	3	0	0	0	0	0	0	0	0	0	202
18:00	1	139	41	1	0	0	0	0	0	0	0	0	0	0	182
19:00	0	108	24	1	2	0	0	1	0	0	0	0	0	0	136
20:00	0	90	19	1	0	0	0	0	0	0	0	0	0	0	110
21:00	0	55	15	1	1	0	0	1	0	0	0	0	0	0	73
22:00	0	37	7	4	0	0	0	0	0	0	0	0	0	0	48
23:00	0	18	4	1	0	0	0	0	0	0	0	0	0	0	23
Total	6	2264	604	94	25	1	1	14	1	1	0	0	0	0	3011
Percent	0.2%	75.2%	20.1%	3.1%	0.8%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
AM Peak	09:00	11:00	11:00	11:00	11:00	11:00	11:00	10:00							
Vol.	1	189	42	6	4		1	1							
PM Peak	16:00	13:00	13:00	13:00	14:00	16:00		12:00	13:00	14:00					
Vol.	2	245	67	18	4	1		3	1	1					

Gorrill-Palmer Consulting Engineers, Inc.
 PO Box 1237, 15 Shaker Road
 Gray, ME 04039

BROOK_CLASS

Comment 1
 Comment 2
 Comment 3
 Comment 4
 Towards Blackstrap, Towards Leighton

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Total
12/6/10	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
01:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	15
02:00	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
06:00	0	20	19	0	2	0	0	0	0	0	0	0	0	0	41
07:00	0	113	46	4	5	0	0	1	0	0	1	0	0	0	170
08:00	0	288	66	8	7	2	1	6	0	0	0	0	0	0	378
09:00	0	231	76	14	11	1	2	8	2	0	0	0	0	0	345
10:00	0	136	58	8	11	0	0	1	0	0	0	0	0	0	214
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	829	275	34	37	3	3	16	2	0	1	0	0	0	1200
Percent	0.0%	69.1%	22.9%	2.8%	3.1%	0.3%	0.3%	1.3%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%	
AM Peak		08:00	09:00	09:00	09:00	08:00	09:00	09:00	09:00		07:00				
Vol.		288	76	14	11	2	2	8	2		1				
PM Peak															
Vol.															
Grand Total	40	14084	3905	810	336	27	17	153	46	8	3	2	4	0	19435
Percent	0.2%	72.5%	20.1%	4.2%	1.7%	0.1%	0.1%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	