



MaineDOT
Traffic Movement Permit Application
Sections 1 – 6

Franklin Drive Subdivision
Windham, Maine

Applicant:
New Gen Estates, LLC
50 Maine Mall Road
South Portland, Maine 04106

Prepared By:
Sebago Technics, Inc.
75 John Roberts Road, Suite 4A
South Portland, Maine 04106

April 1, 2025

MaineDOT Traffic Movement Permit Application
Sections 1 – 6
Franklin Drive Subdivision
Windham, Maine

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Traffic Movement Permit Application

Department of Transportation
Traffic Engineering Division
16 State House Station
Augusta, Maine 04333
Telephone: 207-624-3600

FOR MDOT USE
ID #

Total Fees:
Date: Received

PERMIT APPLICATION - TRAFFIC
TRAFFIC MOVEMENT PERMIT, 23 M.R.S.A. § 704 - A

Please type or print:

This application is for: Traffic 100-200 PCE's _____
Traffic 100-200 PCE's (Expedited) _____
Traffic 200+ PCE's X

Name of Applicant: New Gen Estates, LLC

Address: 50 Maine Mall Road Telephone: 207 - 371 - 0070

Name of local contact or agent: Derek Caldwell, PE, PTOE

Address: 75 John Roberts Rd, Suite 4A, South Portland, ME 04106 Telephone: 207 - 200 - 2100

Name and type of development: Franklin Drive Subdivision

Location of development including road, street, or nearest route number: Franklin Drive

City/Town/Plantation: Windham, County: Cumberland, Tax Map # 18, Lot # 26-6

Do you want a consolidated review with DEP pursuant to 23 M.R.S.A. § 704-A (7)? Yes _____ No X

Was this development started prior to obtaining a traffic permit? No

Is the project located in an area designated as a growth area (as defined in M.R.S.A. title 30 - A, chapter 187)?
Yes X No _____

Is this project located within a compact area of an urban compact municipality? Yes X No _____

Is this development or any portion of the site currently subject to state or municipal enforcement action?
 No

Existing DEP or MDOT permit number (if applicable): _____


Name(s) of DOT staff person(s) contacted concerning this application: _____

Randy Illian, PE - Regional Traffic Engineer

Name(s) of DOT staff person(s) present at the scoping meeting for 200+ applications: _____

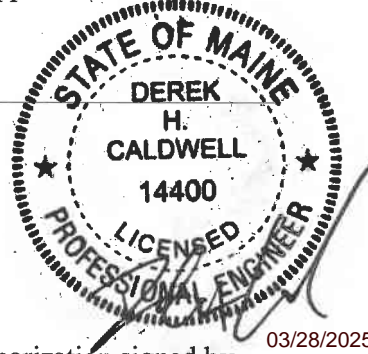
CERTIFICATION

The traffic engineer responsible for preparing this application and/or attaching pertinent site and traffic information hereto, by signing below, certifies that the application for traffic approval is complete and accurate to the best of his/her knowledge.

Signature:  Re/Cert/Lic No.: 14400

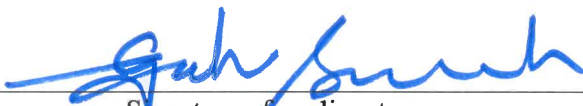
Name (print): Derek Caldwell, PE, PTOE

Date: 03/28/2025



If the signature below is not the applicant's signature, attach letter of agent authorization signed by applicant.

"I certify under penalty of law that I have personally examined the information submitted in this document and all attachments thereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete. I authorize the Department to enter the property that is the subject of this application, at reasonable hours, including buildings, structures or conveyances on the property, to determine the accuracy of any information provided herein. I am aware there are significant penalties for submitting false information, including the possibility of fine and imprisonment."



Signature of applicant

3/24/25

Date

Notice of Intent to File

NOTICE OF INTENT TO FILE
Traffic Movement Permit

Please take notice that

New Gen Estates, LLC
50 Maine Mall Road
South Portland, Maine 04106

is intending to file a Traffic Movement Permit application with the Maine Department of Transportation pursuant to the provisions of 23 M.R.S.A. § 704 - A on or about

April 1, 2025

The application is for a 137-room hotel, 306 dwelling units of multifamily housing, and a solar array currently scheduled for occupancy in 2027. The development is estimated to generate a total of 196 AM trips, 202 PM trips, and 223 Saturday trips in the peak hours of the generator, respectively at the following location(s):

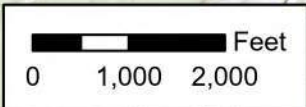
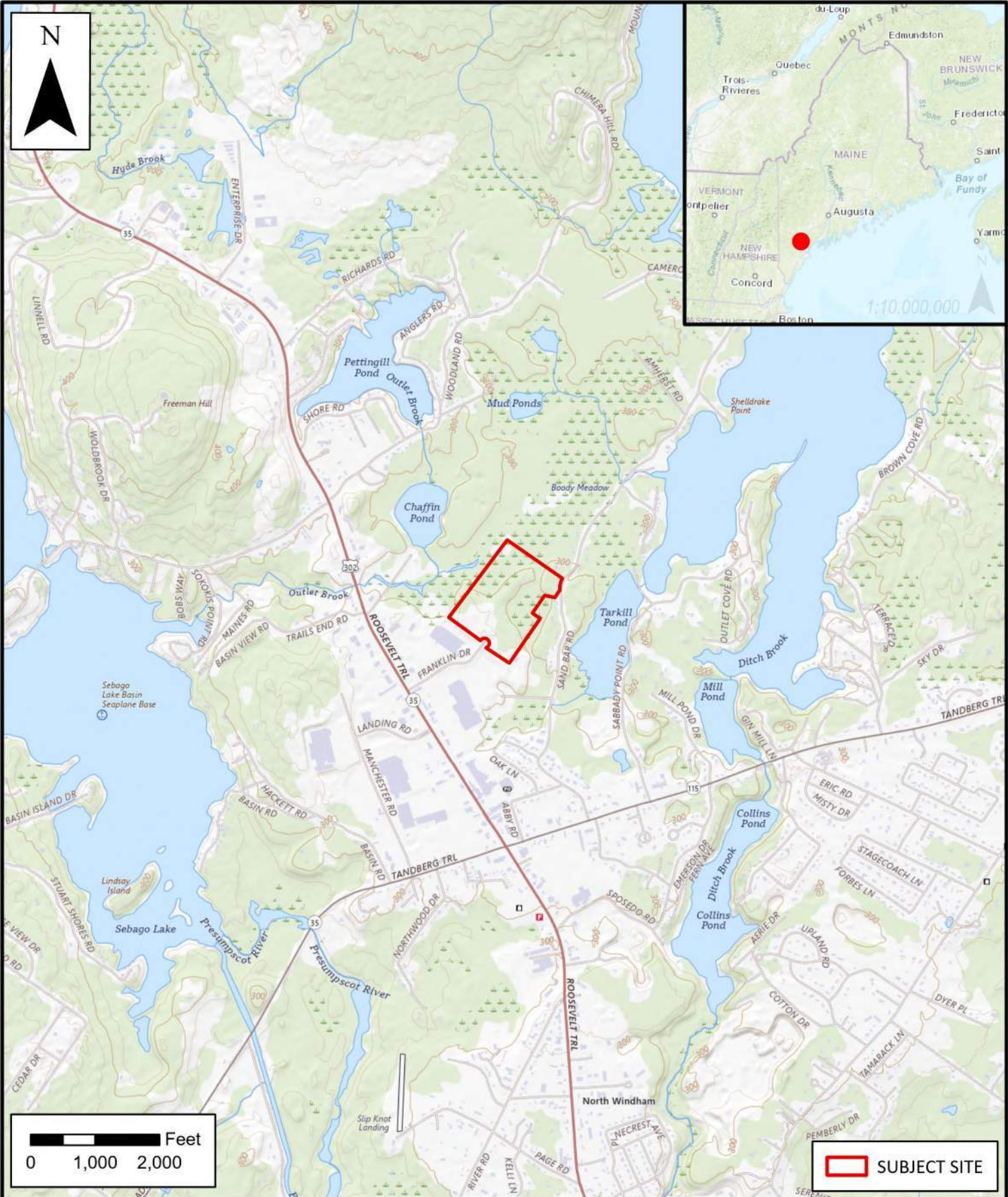
Franklin Drive, Windham, ME 04062

Any interested party may request in writing to participate in the MaineDOT scoping meeting for the subject project no later than 20 days after the application is found by the Department to be complete and is accepted for processing. Requests shall be sent to the State Traffic Engineer, 16 State House Station, Augusta, ME 04333. Public comments on the application pertaining to either congestion or safety will be accepted throughout the processing of the application.

The application will be filed for public inspection at the Department of Transportation Region office in Scarborough during normal working hours. Addresses may be found at the following website: <https://www.maine.gov/mdot/about/regions/> A copy of the application may also be seen at the municipal offices in Windham, Maine.

Written public comments concerning congestion or safety only, may be sent to the Department of Transportation, State Traffic Engineer, 16 State House Station, Augusta, Maine 04333.

Location Map



 SUBJECT SITE

SEBAGO
TECHNICS

WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. - Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

LOCATION MAP
LAND OF JLB WINDHAM, LLC

SCALE: 1:24,000
DATE: 9/23/2024

LOCATION:
20 FRANKLIN DR
WINDHAM, ME

INFORMATION:
MAINE GEOLIBRARY
USGS QUADRANGLE

Abutters List and Map

Parcel Number: 018-027-A00-000
DESMOND MICHAEL J &
DESMOND TERRY C
88 SANDBAR ROAD
WINDHAM, ME 04062

Parcel Number: 018-027-000-000
UNGVARY FRANCIS L IV
94 SANDBAR ROAD
WINDHAM, ME 04062

Parcel Number: 018-033-003-000
GAUDET CRAIG JOSEPH &
GAUDET JANNINE
73 SANDBAR RD
WINDHAM, ME 04062

Parcel Number: 018-033-B00-000
VANVALKENBURGH SCOTT R
64 SANDBAR ROAD
WINDHAM, ME 04062

Parcel Number: 018-033-C02-000
GUSTAFSON KARLA M
85 SANDBAR ROAD
WINDHAM, ME 04062

Parcel Number: 018-032-I00-000
WINDHAM VETERANS' ASSOC I
35 VETERANS MEMORIAL DR
WINDHAM, ME 04062

Parcel Number: 018-026-002-000
JLB WINDHAM LLC
5050 BELMONT AVENUE
YOUNGSTOWN, OH 44505

Parcel Number: 070-014-000-000
JONLEE WINDHAM LLC
5050 BELMONT AVENUE
YOUNGSTOWN, OH 44505

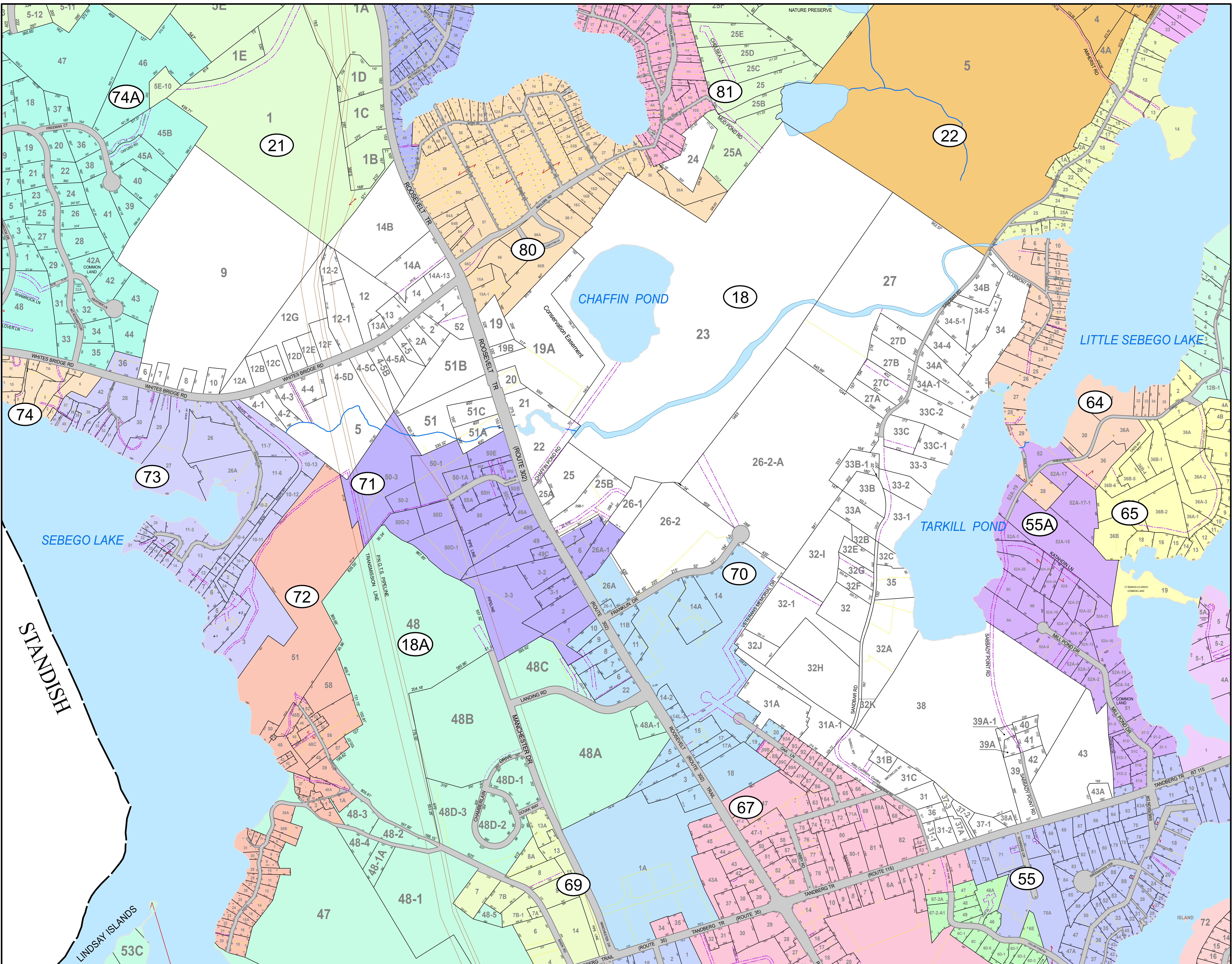
Parcel Number: 018-033-C00-000
LACEY JESSIE
81 SANDBAR RD
WINDHAM, ME 04062

Parcel Number: 018-033-B01-000
LIBBY CLIFFORD W JR
70 SANDBAR RD
WINDHAM, ME 04062

Parcel Number: 018-033-A00-000
MAYBERRY MARVIN R
60 SANDBAR ROAD
WINDHAM, ME 04062

Parcel Number: 018-032-001-000
MB PROPERTIES INC
30 WINDHAM CENTER RD
WINDHAM, ME 04062

Parcel Number: 018-023-000-000
TOWN OF WINDHAM
DONNABETH LIPPMAN PARK
8 SCHOOL ROAD
WINDHAM, ME 04062



THIS MAP IS FOR ASSESSMENT PURPOSES. IT IS NOT VALID FOR LEGAL DESCRIPTION OR CONVEYANCE.

THE HORIZONTAL DATUM IS THE MAINE STATE PLANE COORDINATE SYSTEM, NAD 83.

ORIGINAL MAPPING BY JAMES W. SEWALL COMPANY, OLD TOWN, MAINE

REVISED & REPRINTED BY

CAI Technologies
Precision Mapping, Geospatial Solutions

21 Pleasant Street, Littleton, NH 03861
800.322.4540 - www.cai-tech.com

LEGEND

PARCEL NUMBER	12D	CEMETERY	ROW EASEMENT
RECORD DIMENSION	100'	CONDOMINIUM	ROW EASEMENT PWD
SUBDIVISION LOT NO.	2	FARMSTEAD	
COMMON OWNERSHIP		OLD PROPERTY LINES	
STREAMS		UTILITY LINES	

SCALE: 1" = 300'

FEET: 0 150 300 450 600 750 900

METERS: 0 75 150 225

REVISED TO: APRIL 1, 2024

PROPERTY MAPS

WINDHAM

MAINE

INDEX DIAGRAM

MAP NO.

18

Section 1 – Site and Traffic Information

A. Site Plan

New Gen Estates, LLC is seeking a Traffic Movement Permit (TMP) from the Maine Department of Transportation (MaineDOT) for a proposed development located on two lots of land totaling 11.16 acres in the Commercial 1 (C-1) zoning district accessed by Franklin Drive in Windham, Maine. The development lots were created by the recent four lot subdivision of the 38.59-acre lot formerly known as Lot 26-6 on Tax Map 18. The lot was subdivided, by approval by the Town of Windham on 1/21/2025 into 4-lots located off Franklin Drive. The primary development in this TMP is included on the 3.32-acre Lot 1 and 7.84-acre Lot 2, the two most southerly lots closest to Franklin Drive. A small solar array is proposed on Lot 3 of the subdivision with access limited access provided by the terminus of Franklin Drive.

Access to the development lots will be provided from a proposed approximately 390' extension of Franklin Drive. Lots 1 and 2 will be separated by this extension. Lot 1 is also proposed to have access to the future Veterans Memorial Drive (Eastern Connector) roadway currently under design as part of the North Windham Moves improvement project (MaineDOT WIN#26662.00). The applicant team will be in close coordination with the Town of Windham and MaineDOT project staff to ensure project plans complement proposed roadway improvements.

A sidewalk is proposed on both sides of the Franklin Street extension on the site frontage with connections to internal site sidewalks providing access to the development buildings.

A subdivision plan, site plan, and existing conditions plan are provided in the Appendix.

B. Existing and Proposed Site Uses

Existing

The parcels included in this Application are currently undeveloped.

Proposed

The proposed development with associated parcel ID is included below:

- Lot 1 – 137-room hotel
- Lot 2 – Two (2) five-story buildings of multi-family housing totaling 306 dwelling units
- Lot 3 – 425 kW – 640 Module Solar Array and Open Space
- Lot 4 – Undeveloped land to remain

The hotel development on Lot 1 is proposed to have approximately 144 vehicular parking spaces and the residential development on Lot 2 is proposed to have approximately 425 vehicular spaces.

C. Regional Mapping

For the purposes of this application, Route 302/35 and the future Veteran's Memorial Drive (East Connector) are considered to travel in the north/south direction and Franklin Drive running east/west. The site is bordered by Franklin Drive, Home Depot, and the proposed Veteran's Memorial Drive to the west, the Chaffin Pond Preserve to the north, undeveloped land to the east, and Sand Bar Road to the south. A location map is provided within this Application.

A review of the surrounding area was completed to compile pedestrian, bicycle, and transit trip generators within a quarter mile radius, as the development is located in an area of urban/suburban context. Pedestrian generators identified within these limits include various commercial developments along Route 302 including Home Depot, Windham Mall, Walmart, and the Shaw's Plaza.

D. Information Concerning Proposed Uses

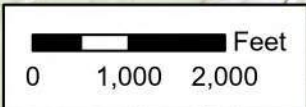
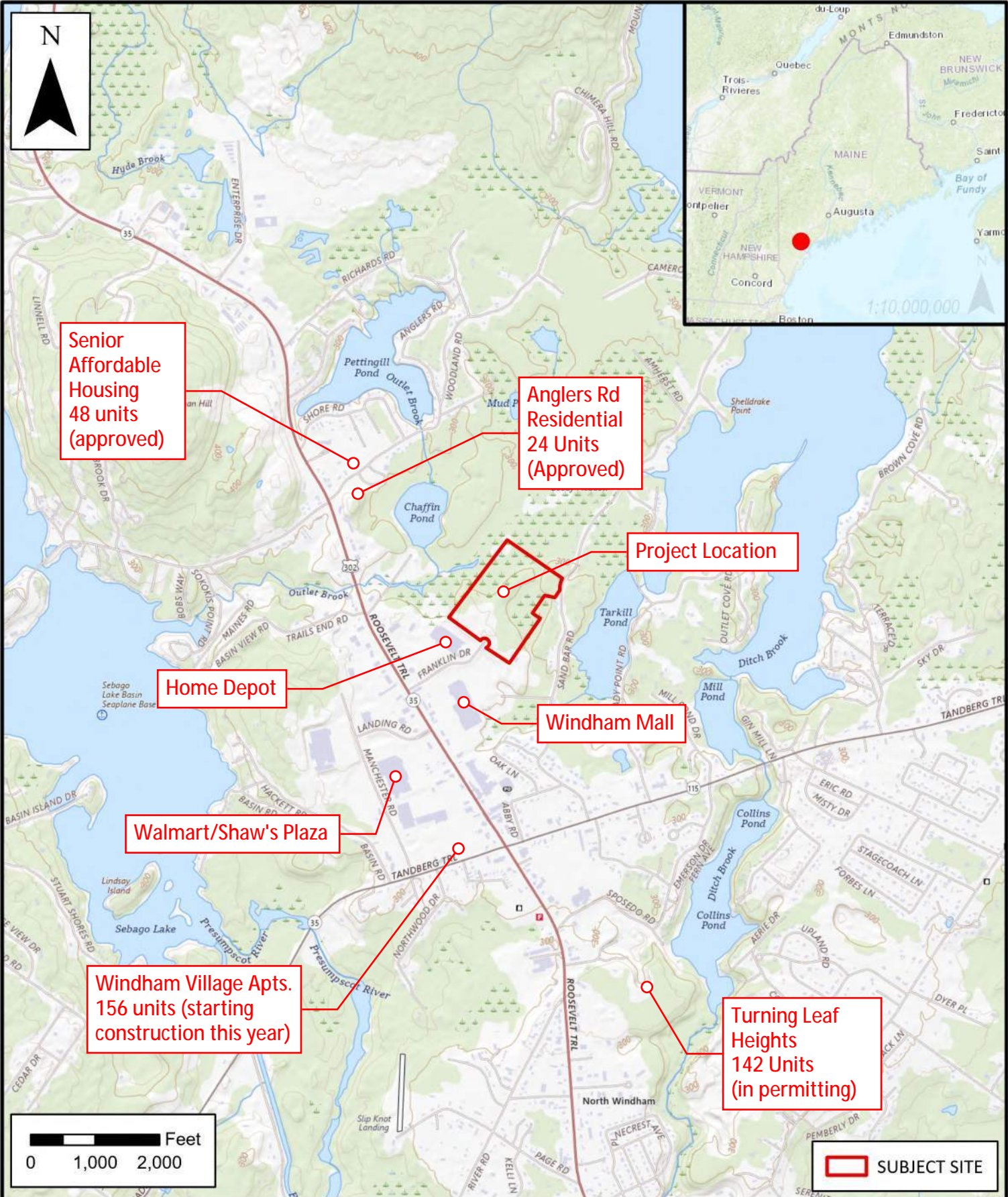
As previously mentioned, this area of Windham is currently being redeveloped as part of the North Windham Moves project. According to the project website, this project will incorporate some of the following design elements that will affect the proposed development included in this application:

- Redesign approximately 9,000 feet of Route 302 from River Road to White's Bridge Road
- Create three connector routes defined as walkable back streets to ease congestion on Route 302
- Improvements to Route 35 and 115
- Traffic signal upgrades
- 11,700 feet of multi-use pathways

Work on Franklin Drive includes the rehabilitation of the pavement surface. Of the three connector routes, the two that have the most impact on the site are the East Connector Road and the Middle Connector Road. The East Connector Road connects Franklin Drive and extends south to Route 115 with intersection connections along the way including Veterans Memorial drive and Sandbar Road. The intersection with Route 115 is to be signalized with appropriate turning lanes located across from Dunridge Circle. The Middle Connector Road connects Franklin Drive and Landing Road via the existing signalized Route 302 intersection.

Additional projects within the vicinity of the development that are approved but not yet constructed, identified by the Town of Windham include the following:

- 48 Units of Senior Affordable Housing – Anglers Road
- 24 Residential Units – Anglers Road
- 156 Multi-Family Residential Units – 'Windham Village Apartments' – Tandberg Trail (Route 35)
- 142 Multi-Family Residential – 'Turning Leaf Heights' – Turning Leaf Drive



 SUBJECT SITE

SEBAGO
TECHNICS

WWW.SEBAGOTECHNICS.COM
75 John Roberts Rd. - Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

REGIONAL MAP

SCALE: 1:24,000
DATE: 9/23/2024

LOCATION:
20 FRANKLIN DR
WINDHAM, ME

INFORMATION:
MAINE GEOLIBRARY
USGS QUADRANGLE

E. Trip Generation

Trip generation for the proposed development was completed utilizing the 11th Edition of the Institute of Transportation Engineers (ITE), *Trip Generation Manual*.

Lot 1 – Hotel

For the hotel portion of the development, land use code (LUC) 310 – Hotel was utilized based on 137 proposed hotel rooms. LUC 310 is described by ITE as a “a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities.” Trip generation for the hotel portion of the development is shown in Table 1.

**Table 1 – ITE Trip Generation
 Land Use Code 310 – Hotel
 137 Rooms**

<i>Time Period</i>	<i>Fitted Curve Equation or Average Rate</i>	<i>Trips</i>	<i>Entering</i>	<i>Exiting</i>
Weekday	$T = 10.84(X) - 423.51$	1062	531 (50%)	531 (50%)
AM Peak Hour – Adjacent Street (7 – 9 AM)	$T = 0.50(X) - 7.45$	61	34 (56%)	27 (44%)
AM Peak Hour – Generator	0.53	73	39 (53%)	34 (47%)
PM Peak Hour – Adjacent Street (4 – 6 PM)	0.59	81	41 (51%)	40 (49%)
PM Peak Hour – Generator	0.60	82	48 (58%)	34 (42%)
Saturday Peak Hour	$T = 0.69(X) + 5.95$	100	56 (56%)	44 (44%)

Lot 2 – Multi-Family Housing

For the residential portion of the development, LUC 221 – Multifamily Housing (Mid-Rise) was utilized based on 306 proposed dwelling units. LUC 221 is described by ITE as a “apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.” Trip generation for the residential portion of the development is shown in Table 2.

Table 2 – ITE Trip Generation
Land Use Code 221 – Multifamily Housing (Mid-Rise)
306 Dwelling Units

<i>Time Period</i>	<i>Fitted Curve Equation or Average Rate</i>	<i>Trips</i>	<i>Entering</i>	<i>Exiting</i>
Weekday	$T = 4.77(X) - 46.46$	1414	707 (50%)	707 (50%)
AM Peak Hour – Adjacent Street (7 – 9 AM)	$T = 0.44(X) - 11.61$	123	28 (23%)	95 (77%)
AM Peak Hour – Generator^A	$T = 0.44(X) - 11.61$	123	28 (23%)	95 (77%)
PM Peak Hour – Adjacent Street (4 – 6 PM)	$T = 0.39(X) + 0.34$	120	73 (61%)	47 (39%)
PM Peak Hour – Generator^A	$T = 0.39(X) + 0.34$	120	73 (61%)	47 (39%)
Saturday Peak Hour	$\ln(T) = 1.00 \ln(X) - 0.91$	123	63 (51%)	60 (49%)

A – Trip generation for Peak Hour of Generator calculated to be lower than of Peak Hour of Adjacent Street.

As noted above, the calculation for the Peak Hours of the Generator results in a total trip generation lower than calculated for the Peak Hours of the Adjacent Street. Therefore, the calculated values for the Peak Hours of Adjacent Street would be considered the peak hour trip generation volume for both time periods. This is reflected in the total trip generation for the development, shown in Table 3.

The solar array on Lot 3 is not anticipated to generate additional traffic. Vehicular access would be limited to occasional maintenance activities.

Table 3 – Total Trip Generation

<i>Time Period</i>	<i>LUC 310</i>	<i>LUC 221</i>	<i>Total</i>
Weekday	1062	1414	2476
AM Peak Hour – Adjacent Street (7 – 9 AM)	61	123	184
AM Peak Hour – Generator	73	123 ^A	196
PM Peak Hour – Adjacent Street (4 – 6 PM)	81	120	201
PM Peak Hour – Generator	82	120 ^A	202
Saturday Peak Hour	100	123	223

A – Peak Hour of Adjacent Street values used

As shown in Table 3, the total development is expected to generate a total of 196 trips, 202 trips, and 223 trips in the AM, PM, and Saturday peak hours of the generator, respectively. As such, the project requires a TMP within the 200+ trip permit category. All trips generated by the development would be considered primary trips.

F. Trip Distribution

Proposed trip distribution and assignment are presented to consider both the existing 2025 roadway network and the future network upon completion of the North Windham Moves project. The current project schedule lists completion in 2030, meaning the development will likely begin initial occupancy prior to the completion of the project, specifically the East Connector, or Veteran’s Memorial Drive, which is to connect the current terminus of Frankling Drive with Tanberg Trail (Route 115) to the south. To determine primary trip distribution, both the existing traffic patterns and projected future traffic patterns identified as part of the Windham Moves project studies, were used.

To determine primary trip distribution for existing conditions, traffic patterns around the project site were reviewed based on turning movement count (TMC) obtained for the following intersections with the corresponding dates and peak hour information:

- Roosevelt Trail (Route 302) at Anglers Road and White Bridges Road on Tuesday, July 23, 2024
 - AM Peak Hour: 8:15 AM – 9:15 AM
 - PM Peak Hour: 3:15 PM – 4:15 PM
- Roosevelt Trail (Route 302) at Franklin Drive on Tuesday, July 23, 2024
 - AM Peak Hour: 8:30 AM – 9:30 AM
 - PM Peak Hour: 3:15 PM – 4:15 PM
- Roosevelt Trail (Route 302) at Windham Mall on Tuesday, July 23, 2024
 - AM Peak Hour: 8:30 AM – 9:30 AM
 - PM Peak Hour: 3:30 PM – 4:45 PM
- Roosevelt Trail (Route 302) at Tandberg Trail on Tuesday, July 23, 2024
 - AM Peak Hour: 7:45 AM – 8:45 AM
 - PM Peak Hour: 3:30 PM – 4:30 PM

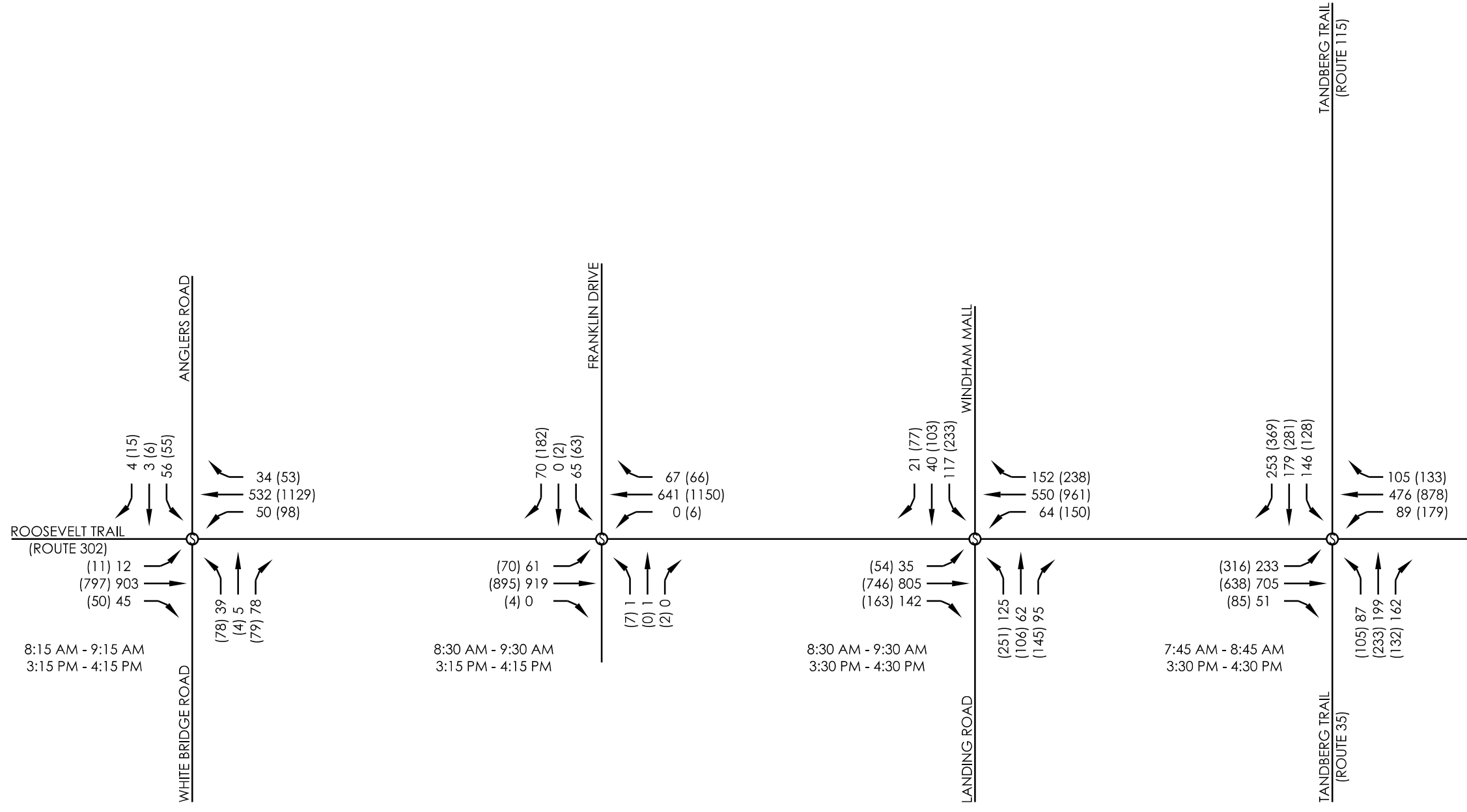
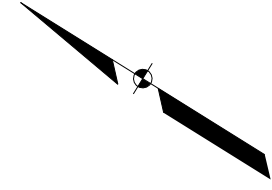
A summary of the raw 2024 turning movement counts is shown in Figure 1. Based on existing traffic patterns, the primary trip distributions are summarized in Table 4.

Table 4 – Primary Trip Distributions

<i>Origin/Destination</i>	<i>Primary Distribution</i>
Route 302 south of Tanberg Trail	35%
Route 302 north of Whites Bridge Rd	20%
Tanberg Trail west of Route 302	15%
Tanberg Trail east of Route 302	15%
Landing Road west of Route 302	10%
Whites Bridges Road west of Route 302	5%
TOTAL	100%

It is understood the scope of the North Windham Improvements project includes new roadways that will directly impact the flow of traffic for the proposed development. This scope, discussed previously in Section 1D, includes new connections from Franklin Drive to Tanberg Trail (East Connector), and Franklin Drive to Landing Road (Middle Connector). The study titled "*North Windham Moves: Regional Mobility, Local Access*", completed as part of the planning analysis for the North Windham Moves project projected traffic on Franklin Drive to utilize the eastern connector to travel to and from the east on Tandberg Trail. Traffic destined to and from Landing Road would now utilize the Middle Connector.

NOTE:
1. VOLUMES COLLECTED ON TUESDAY, JULY 23, 2024.



KEY

XX AM PEAK HOUR
(XX) PM PEAK HOUR

THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

WWW.SEAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

2024 BACKGROUND VOLUMES
OF: **FRANKLIN DRIVE SUBDIVISION**
FRANKLIN DRIVE
WINDHAM, ME 04062
FOR: **NEW GEN ESTATES, LLC**
50 MAINE MALL ROAD
SOUTH PORTLAND, MAINE 04106

DESIGNED	CHECKED
GRS	DHC
PROJECT NO.	SCALE
230411	N.T.S.

FIGURE 1 OF 3

G. Trip Assignment

The trips were assigned to the site access locations based on each use's proximity to the access points. Under existing conditions, all trips to both the hotel and multifamily housing were assigned to Franklin Drive to represent the conditions prior to the implementation of the North Windham improvements project. Trip assignments for the AM, PM, and Saturday peak hour periods for existing roadway conditions are summarized in Figure 2.

Separate trip assignment diagrams are provided for future conditions with relocated trips including the new access points and connectors. It was assumed traffic destined to and from the south on Route 302 and west via Route 35 would be evenly split between the Franklin Drive and East Connector access points. These trip assignments are shown in Figure 3.

Part 5.D of MaineDOT *Rules and Regulations Pertaining to Traffic Movement Permits* states the outside parameters for the Study Area of the Section 7 Traffic Study as follows:

1. *The Development entrance(s) and exit(s)*
2. *The first Major Intersection in either direction from the Development entrance(s) and exit(s) unless waived by the Engineer of Traffic or his/her designee at the Scoping Meeting; and*
3. *All intersections where, during any one-hour period, traffic attributable to the proposed Development equals or exceeds:*
 - a. *25 left turn movements per lane; or*
 - b. *50 thru and/or right turn movements per lane.*

Based on these criteria, the preliminary extents of the study area are expected to include the following intersections:

- Site Driveways at Franklin Drive – Unsignalized
- Hotel Site Drive at East Connector Road – Unsignalized
- Franklin Drive at Roosevelt Trail (Route 302) – Signalized
- East Connector Road at Tandberg Trail (Route 115) – Future Signalized
- Roosevelt Trail (Route 302) at Tandberg Trail (Route 35/115) – Signalized

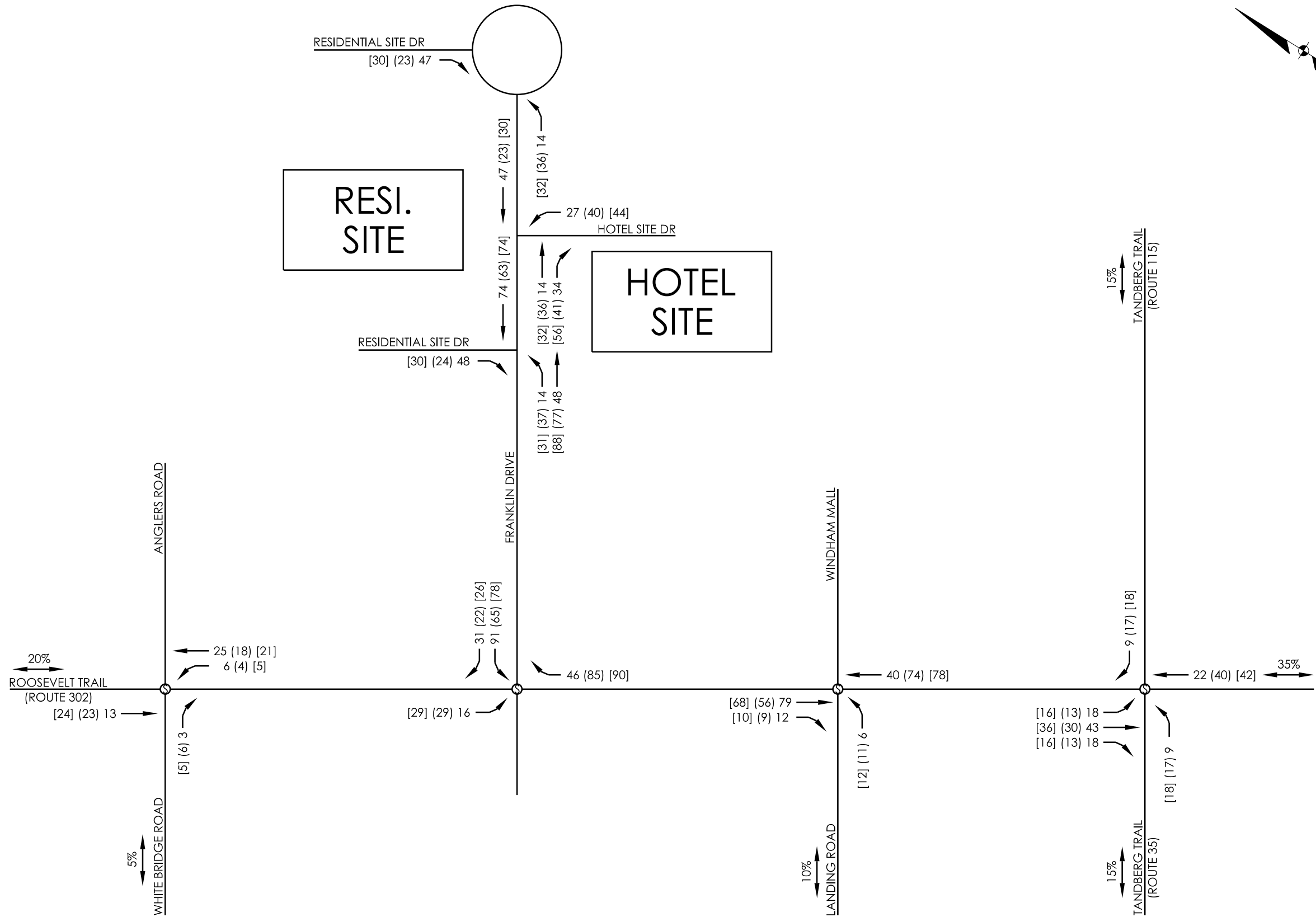
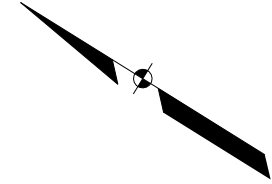
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SEBAGO
TECHNICS
WWW.SEAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS
OF:
FRANKLIN DRIVE SUBDIVISION
FRANKLIN DRIVE
WINDHAM, ME 04062
FOR:
NEW GEN ESTATES, LLC
50 MAINE MALL ROAD
SOUTH PORTLAND, MAINE 04106

DESIGNED	CHECKED
GRS	DHC
PROJECT NO.	SCALE
230411	N.T.S.

FIGURE 2 OF 3



KEY
XX AM PEAK HOUR
(XX) PM PEAK HOUR
[XX] SAT. PEAK HOUR

PROJECT TRIP GENERATION

	AM	(PM)	[SAT]
ENTERING	62	(114)	[119]
EXITING	122	(87)	[104]
TOTAL	184	(201)	[223]

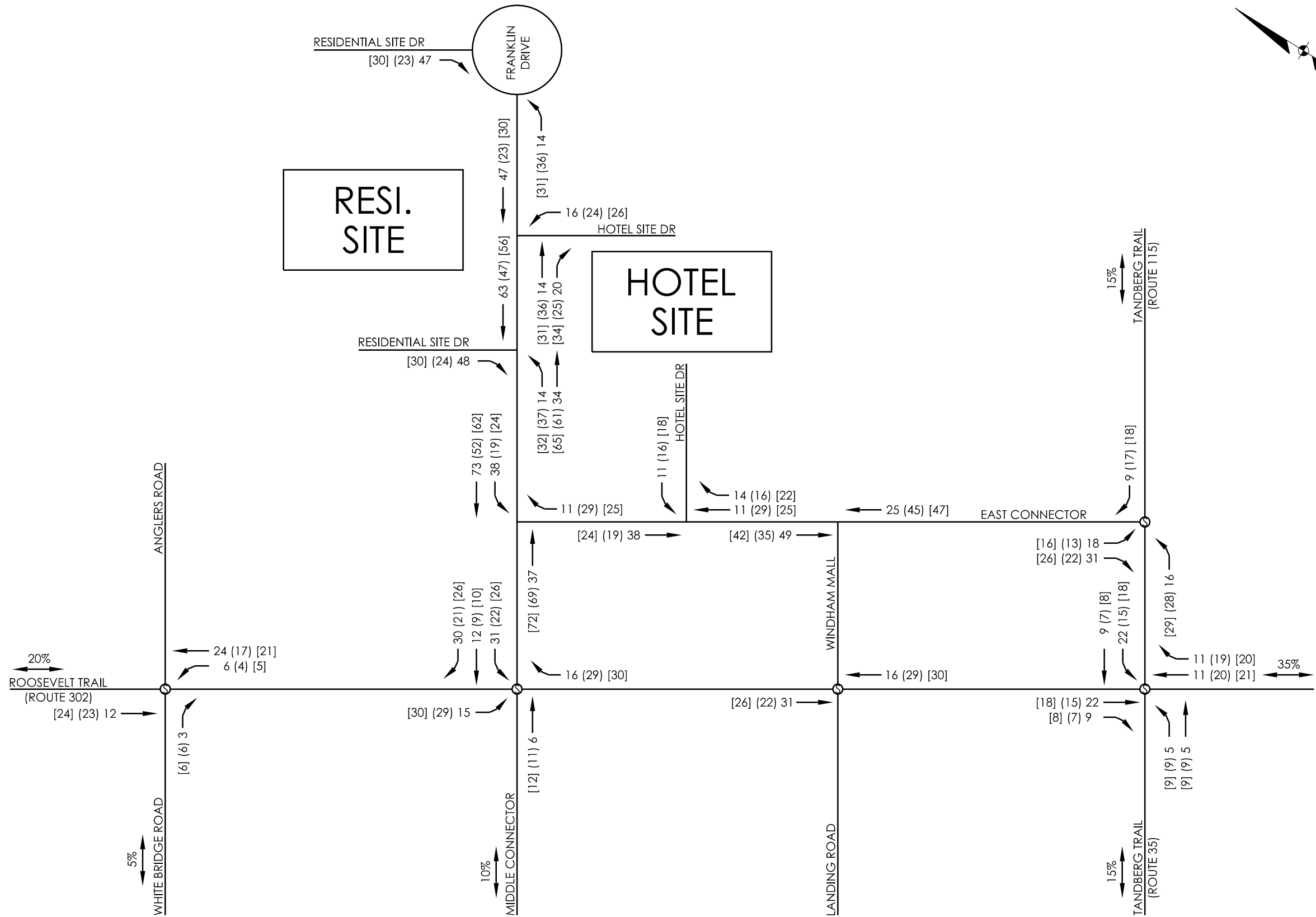
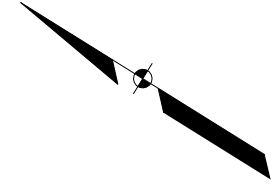
THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC.

SEBAGO
TECHNICS
WWW.SEAGOTECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

TRIP ASSIGNMENTS (w/CONNECTOR)
OF:
FRANKLIN DRIVE SUBDIVISION
FRANKLIN DRIVE
WINDHAM, ME 04062
FOR:
NEW GEN ESTATES, LLC
50 MAINE MALL ROAD
SOUTH PORTLAND, MAINE 04106

DESIGNED	CHECKED
GRS	DHC
PROJECT NO.	SCALE
230411	N.T.S.

FIGURE 3 OF 3



KEY

XX AM PEAK HOUR
(XX) PM PEAK HOUR
[XX] SAT. PEAK HOUR

PROJECT TRIP GENERATION

	AM	(PM)	[SAT]
ENTERING	62	(114)	[119]
EXITING	122	(87)	[104]
TOTAL	184	(201)	[223]

Section 2 – Traffic Accidents

Crash data was requested from MaineDOT on Route 302 from Anglers Road to Tandberg Trail and on Tandberg Trail between Route 302 and Mill Pond Drive for the most recent three-year study period of available data, 2021 – 2023, determine if there are any high crash locations (HCLs) within the safety study area. An intersection or section of roadway is deemed an HCL if two criteria are met: a Critical Rate Factor (CRF) greater than 1.0 and a minimum of eight (8) crashes in a three-year period. The crash data is summarized in Tables 5 and 6. Intersections and segments with no recorded crashes were excluded from the summary tables.

Table 5 – Intersection Crash Summary

<i>Node</i>	<i>Intersection</i>	<i># of Crashes</i>	<i>CRF</i>
16922	Route 302/35 at Anglers Road and Whites Bridge Road	20	0.66
59545	Route 302/35 at Franklin Drive	15	0.49
17874	Route 302/35 at Landing Road and Windham Mall	20	0.50
17872	Route 302/35 at North Windham Shopping Center	10	0.27
16919	Route 302/35 at Tandberg Tail (Route 35/115)	45	1.01
10923	Tandberg Tail (Route 115) at Abby Road	24	3.86
14819	Tandberg Tail (Route 115) at	5	0.83
18755	Tandberg Tail (Route 115) at Collins Pond Road	2	0.32
62809	Tandberg Tail (Route 115) at Dunridge Circle (East Connector)	2	0.35
14820	Tandberg Tail (Route 115) at Sabbady Point Road	5	0.84

Table 6 – Segment Crash Summary

<i>Nodes</i>	<i>Segment</i>	<i># of Crashes</i>	<i>CRF</i>
16922 – 19519	Route 302/35 between Anglers Road and Trails End Road	12	0.42
19519 – 59545	Route 302/35 between Trails End Road and Franklin Drive	20	0.86
59545 – 17874	Route 302/35 between Franklin Drive and Landing Road	17	1.27
17874 – 17872	Route 302/35 between Landing Road and Shopping Center	18	0.82
17872 – 16919	Route 302/35 between Shopping Center and Tandberg Trail	51	2.50
16919 – 10923	Tandberg Trail between Route 302/35 and Abby Road	2	0.39
10923 – 14819	Tandberg Trail between Abby Road and Sandbar Road	11	0.83
14819 – 18755	Tandberg Trail between Sandbar Road and Collins Pond Road	1	0.45
18755 – 62809	Tandberg Trail between Collins Pond Road and Dunridge Circle	3	0.33
62809 – 14820	Tandberg Trail between Dunridge Circle and Sabbady Point Road	3	0.80
14820 – 14899	Tandberg Trail between Sabbady Point Road and Mill Pond Drive	4	0.35

As seen in Tables 5 and 6, the following locations within the safety study area were identified as HCLs:

- Route 302/35 at Tandberg Tail (Route 35/115)
- Tandberg Tail (Route 115) at Abby Road
- Route 302/35 between Franklin Drive and Landing Road
- Route 302/35 between Shopping Center and Tandberg Trail

MaineDOT provided collision diagrams for these locations are included. All locations are to be reconstructed as part of the scope of the North Windham Moves project. These locations will be discussed further at the project Scoping meeting and additional analysis/evaluation conducted as part of the future Section 7 traffic submission.

Additionally, the following locations were identified as HCLs within the 2-mile limits of the site entrance, outside of the above reviewed locations:

- Route 302/35 at Enterprise Drive (9 Crashes, 1.37 CRF)
- Tandberg Tail (Route 35) at Manchester Drive (10 Crashes, 2.05 CRF)
- Tandberg Tail (Route 35) at Smith Road (8 Crashes, 1.87 CRF)
- Varney Mill Road at Falmouth Road (14 Crashes, 5.44 CRF)
- Route 302 between Tandberg Tail (Route 35/115) and Turning Leaf Drive (64 Crashes, 1.73 CRF)
- Route 302 between Turning Leaf Drive and Drive In Lane (12 Crashes, CRF 1.01)
- River Road between Route 302 and Pottersville Road (9 Crashes, CRF 1.04)

Evaluation of Pedestrian and Bicycle Crashes

Evaluation of pedestrian and bicycle-related crashes was performed between the years of 2020 and 2024. General evaluation of pedestrian crashes within a ½-mile radius of the site revealed two (2) pedestrian-related crashes on Route 302 as shown on the map in the Appendix. Evaluation of bicycle crashes within a one-mile radius of the site revealed two (2) bicycle-related crashes on Route 302, also shown in the Appendix. No immediate trends were identified.

Section 3 – Development Entrances and Exits

Access to the subject parcels is proposed by an extension of the existing Franklin Drive. Franklin Drive currently dead ends into a cul-de-sac just after the Home Depot rear access on Franklin Drive. For the residential portion of the development, two full movement accesses are proposed on the northern side of the Franklin Drive extension. For the hotel portion of the development, a single full movement access is proposed on the Franklin Drive access.

Franklin Drive is an Urban Local Roadway consisting of one travel lane in each direction. The future intersection of Veterans Memorial Drive and Franklin Drive is to be located adjacent to the development parcels.

An additional full movement access for the hotel is proposed on the proposed East Connector Road southwest of the hotel, upon construction of the roadway, providing direct access to Tandberg Trail without the need to access Route 302.

Roosevelt Trail (Route 302) is classified as an Urban Other Posted Arterial with a posted speed limit of 30 MPH in vicinity of the Franklin Drive. The intersection of Franklin Drive and Roosevelt Trail is currently a signalized intersection with protected only left turn phasing onto Franklin Drive. A through and combo through/right turn lane exist in either direction on Roosevelt Trail. A single ingress lane is provided to Franklin Drive while two egress lanes (left/through and right-turn only) are provided. It is understood that this signal is part of the Route 302 coordinated system which includes the four signalized intersections from Franklin Drive southerly to the intersection with Tanberg Trail.

Tandberg Trail (Route 115) is an Urban Minor Arterial posted at 30 MPH in vicinity of the proposed Eastern Connector. The latest progress plans from the North Windham improvements project include a signalized intersection design with an eastbound left and westbound right turn lane onto the Eastern Connector, and separate left and right turn lanes off the Eastern Connector.

Section 4 – Title, Right, or Interest

The deeds for the outlined parcels are included within this Application.

MAINE REAL ESTATE TAX-Paid

After Recording Return to:
New Gen Estates, LLC
675 Main Street
South Portland, ME 04106

QUITCLAIM DEED WITH COVENANT

DLN: 1002440261357

KNOW ALL MEN BY THESE PRESENTS, that **JLB WINDHAM LLC**, a Maine limited liability company, with an address C/O Redstone Investments, of 5050 Belmont Avenue, Youngstown, Ohio 44505 ("**Grantor**"), for consideration paid, grants to **NEW GEN ESTATES, LLC**, a Maine Limited Liability Company with a mailing address of 675 Main Street, South Portland, ME 04106 ("**Grantee**"), with Quitclaim Covenant, all of its right, title and interest in that certain parcel of land situated in the Town of Windham, County of Cumberland, State of Maine, described as follows:

See Exhibit A attached hereto and incorporated herein by reference (the "**Property**").

TOGETHER with all the tenements, hereditaments and appurtenances, with every privilege, right, title, interest and estate, reversion, remainder and easement thereto belonging or in anywise appertaining.

Subject to taxes and assessments for the year 2024 and subsequent years, which are not yet due and payable and to all easements, covenants, restrictions, and other matters of record.

IN WITNESS WHEREOF, Grantor has caused this instrument to be executed this 20th day of January, 2024.

WITNESS:

GRANTOR:

Myale Taylor
Print Name: Myale Taylor

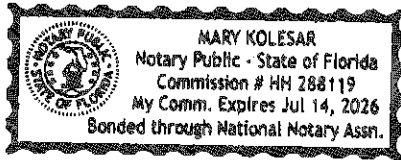
JLB WINDHAM LLC
Lee Budman
Print Name: Lee Budman
Title: Manager

STATE OF ~~OHIO~~ Florida)
COUNTY OF Hillsborough)

SS:

The foregoing instrument was acknowledged before me on the 2nd day of January, 2024
by Will Budancee, the Manager of JLB Windham LLC
and that the same is his/her free deed in said capacity and the free act and deed of said Jonlee Windham
LLC.

(Notary Seal)



Mary Kolesar
Notary Public

EXHIBIT A**Property**

A certain lot or parcel of land located on the westerly sideline of Sandbar Road, so-called, and at the terminus of Franklin Drive, so-called, in the Town of Windham, County of Cumberland and State of Maine and shown on the plan titled "Existing Conditions, Land of JLB Windham LLC, 20 Franklin Drive, Windham, Maine", dated November 2022 as revised through 6/7/23, by BH2M, Inc.; said parcel being more particularly described as follows:

Beginning at a 5/8" iron rod found on the westerly sideline of said Sandbar Road at the southeasterly corner of land now or formerly of Michael & Terry Desmond as shown on aforesaid plan;

thence in a general southerly direction along the westerly sideline of said Sandbar Road and along a circular curve to the left, circumscribed by a radius of 300.00 feet, an arc length of 157.72 feet to a capped iron rod found (PLS #586); said capped iron rod found being S 15°-08'-51" W a tie distance of 155.91 feet from said previous 5/8" iron rod found;

thence S 00°-05'-11" W along the westerly sideline of said Sandbar Road a distance of 32.39 feet to a capped iron rod found (PLS #586) and land now or formerly of Clifford Libby;

thence S 33°-43'-11" W along the land of said Libby a distance of 135.63 feet to a 1 1/4" iron pipe found;

thence N 79°-11'-33" W along the land of said Libby a distance of 163.77 feet to a capped iron rod found (PLS #1057);

thence S 34°-43'-02" W along the land of said Libby a distance of 332.75 feet to a capped iron rod found (PLS #1057);

thence S 55°-15'-48" E along the land of said Libby a distance of 147.03 feet to a point and land now or formerly of Scott Vanvalkenburgh;

thence S 34°-45'-17" W along the land of said Vanvalkenburgh, along land now or formerly of Marvin R. Mayberry and along land now or formerly of Windham Veterans Association Inc. a distance of 841.47 feet to a 5/8" iron rod found and land now or formerly of Jonlee Windham, LLC;

thence N 56°-48'-18" W along the land of Jonlee Windham, LLC a distance of 434.59 feet to a point and the easterly sideline of said Franklin Drive;

thence in a general circular direction along the terminus of said Franklin Drive and along a circular curve to the left (non-tangent to the last described line), circumscribed by a radius of 75.00 feet, an arc length of 287.81 feet to a point and land now or formerly of JLB Windham, LLC; said point being N 36°-48'-30" W a tie distance of 140.98 feet from said previous point;

thence N 53°-55'-00" W along the land of said JLB Windham, LLC a distance of 658.28 feet to a point and land now or formerly of Town of Windham known as Donnabeth Lippman Park;

thence S 77°-23'-09" E along the land of the Town of Windham a distance of 54.19 feet to a point;

thence N 37°-05'-59" E along the land of the Town of Windham a distance of 1482.78 feet to a 6"x 6" granite monument found and land now or formerly of Francis L. Ungvary IV;

thence S 55°-13'-49" E along the land of said Ungvary and along the land of Desmond a distance of 1044.01 feet to the point of beginning.

The above described parcel contains 38.59 acres. All bearings refer to grid north.

The premises conveyed hereby are also described as follows:

PARCEL THREE ("Large Back Lot"):

A certain lot or parcel of land with any buildings thereon situated in Windham, Cumberland County, Maine, and bounded and described as follows:

Beginning at the easterly corner of Lot #14 and the southerly corner of Lot #15 as appears on the Plan of Fourth and Last Division of Lots in Windham, Maine, recorded in the Cumberland County Registry of Deeds in Plan Book 6, Page 9. Also being the most southerly corner of land conveyed by Silas Jacobson to Clinton H. Philpot, et al., by deed recorded in the Cumberland County Registry of Deeds; thence North thirty-seven (37°) degrees forty-five (45') minutes west eleven hundred sixty-five (1,165') feet, more or less, to an iron pipe driven in the ground; thence south fifty-two (52°) degrees fifteen (15') minutes east (inadvertently stated as west in prior deeds) along the southeasterly line of land formerly of E.C. Maines, now of Portland Water District, fourteen hundred seventy-two (1,472') feet, more or less, to a stake and other land now or formerly owned by Veronica P. Smith; thence south thirty-seven (37°) degrees forty-five (45') minutes east along line of other land now or formerly of said Smith a distance of eleven hundred sixty-five (1,165') feet, more or less, to a stake; thence north fifty-two (52°) degrees fifteen (15') minutes west fourteen hundred seventy-two (1,472') feet, more or less, to the point of beginning. Meaning and intending to convey hereby a part of Lot #14 as appears in the Plan of Fourth and Last Division of Lots in Windham, Maine, above-referred to, and being a part of the same premises conveyed to Howard H. Boody by Orin P. Chaffin by deed dated August 8, 1895 and recorded in the Cumberland County Registry of Deeds on August 12, 1895 in Book 629, Page 11.

Excepting from the above-described premises the Sand Bar Road, so-called, formerly known as South Pond Road, as it is presently laid out, which runs across the above-described premises and which is a public way.

Also excepting from said Parcel Three, those lands described in the following instruments:

1. Deed from Lawrence E. Smith and Veronica P. Smith to Clinton L. Smith and Lois L. Smith dated May 27, 1997 and recorded in said Registry of Deeds in Book 13542, Page 46.
2. Deed from Lawrence E. Smith and Veronica P. Smith to Windham Mall Associates dated February 24, 1992 and recorded in said Registry of Deeds in Book 9919, Page 207.
3. Deed from Veronica P. Smith to Bradley S. Woodbrey and Mitchell W. Woodbury dated June 10, 2003 and recorded in said Registry of Deeds in Book 19532, Page 165.

Also conveying all rights and easements (if any) reserved in any of the above-described instruments.

Being a portion of those premises conveyed to Grantor by deed of Veronica P. Smith dated June 15, 2005, and recorded in the Cumberland County Registry of Deeds in Book 22854, Page 243.

PARCEL FOUR ("Sand Bar Road Lot"):

A certain lot or parcel of land with any buildings thereon situated on the westerly side of Sand Bar Road in the Town of Windham, County of Cumberland and State of Maine, bounded and described as follows:

Beginning at 2' iron found on the westerly side of Sand Bar Road at the southeasterly corner of land now or formerly owned by Clinton L. Smith and Lois L. Smith (Book 8109, Page 188); thence N 16° 01' 26" East distance of 207.00 feet to the POINT OF BEGINNING: thence from said point of beginning N 62° 32' 56" W a distance of 77.91 feet to a point at the easterly corner of land to be conveyed to said Clinton L. Smith and Lois L. Smith by Lawrence E. Smith and Veronica P. Smith by deed dated May 27, 1997 and recorded in said Registry of Deeds in Book 13542, Page 46; thence N 51 ° 16 '19" E a distance of 73.90 feet to a 1 - /2" iron found; thence N 48° 56' 01" E a distance of 62.05 feet to a point on the westerly sideline of Sand Bar Road; thence southerly along the westerly sideline of said Sand Bar Road 127.87 feet more or less to the point of beginning.

Meaning and intending to convey a 4,789 square foot parcel of land shown on Standard Boundary Survey on Sand Bar Road, Windham, Maine, prepared by Owen Haskell, Inc., dated May 9, 1997, last revised May 27, 1997.

Being the same premises conveyed to Grantor by deed of the Lawrence E. Smith Revocable Trust dated June 15, 2005, and recorded in the Cumberland County Registry of Deeds in Book 22854, Page 241.

Section 5 – Public or Private Rights-of-Way

Franklin Drive will be extended to the project's frontage as a public way as part of this project.

Section 6 – Construction Schedule

The hotel (Lot 1) development is currently scheduled for construction beginning in early 2026, with completion for occupancy in 2027.

The residential (Lot 2) development is currently scheduled for construction beginning in early 2026, with completion for occupancy in late 2027/early 2028.

The North Windham Moves improvements project is currently tracking advertisement for summer 2026, with construction between Fall 2027 and Summer 2030.

Appendix A

ITE Trip Generation Data

Land Use: 221

Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments and condominiums located in a building that has between four and 10 floors of living space. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), off-campus student apartment (mid-rise) (Land Use 226), and mid-rise residential with ground-floor commercial (Land Use 231) are related land uses.

Land Use Subcategory

Data are presented for two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Additional Data

For the six sites for which both the number of residents and the number of occupied dwelling units were available, there were an average of 2.5 residents per occupied dwelling unit.

For the five sites for which the numbers of both total dwelling units and occupied dwelling units were available, an average of 96 percent of the total dwelling units were occupied.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

It is expected that the number of bedrooms and number of residents are likely correlated to the trips generated by a residential site. To assist in future analysis, trip generation studies of all multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex).

The sites were surveyed in the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, District of Columbia, Florida, Georgia, Illinois, Maryland, Massachusetts, Minnesota, Montana, New Jersey, New York, Ontario (CAN), Oregon, Utah, and Virginia.

Source Numbers

168, 188, 204, 305, 306, 321, 818, 857, 862, 866, 901, 904, 910, 949, 951, 959, 963, 964, 966, 967, 969, 970, 1004, 1014, 1022, 1023, 1025, 1031, 1032, 1035, 1047, 1056, 1057, 1058, 1071, 1076

Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 11

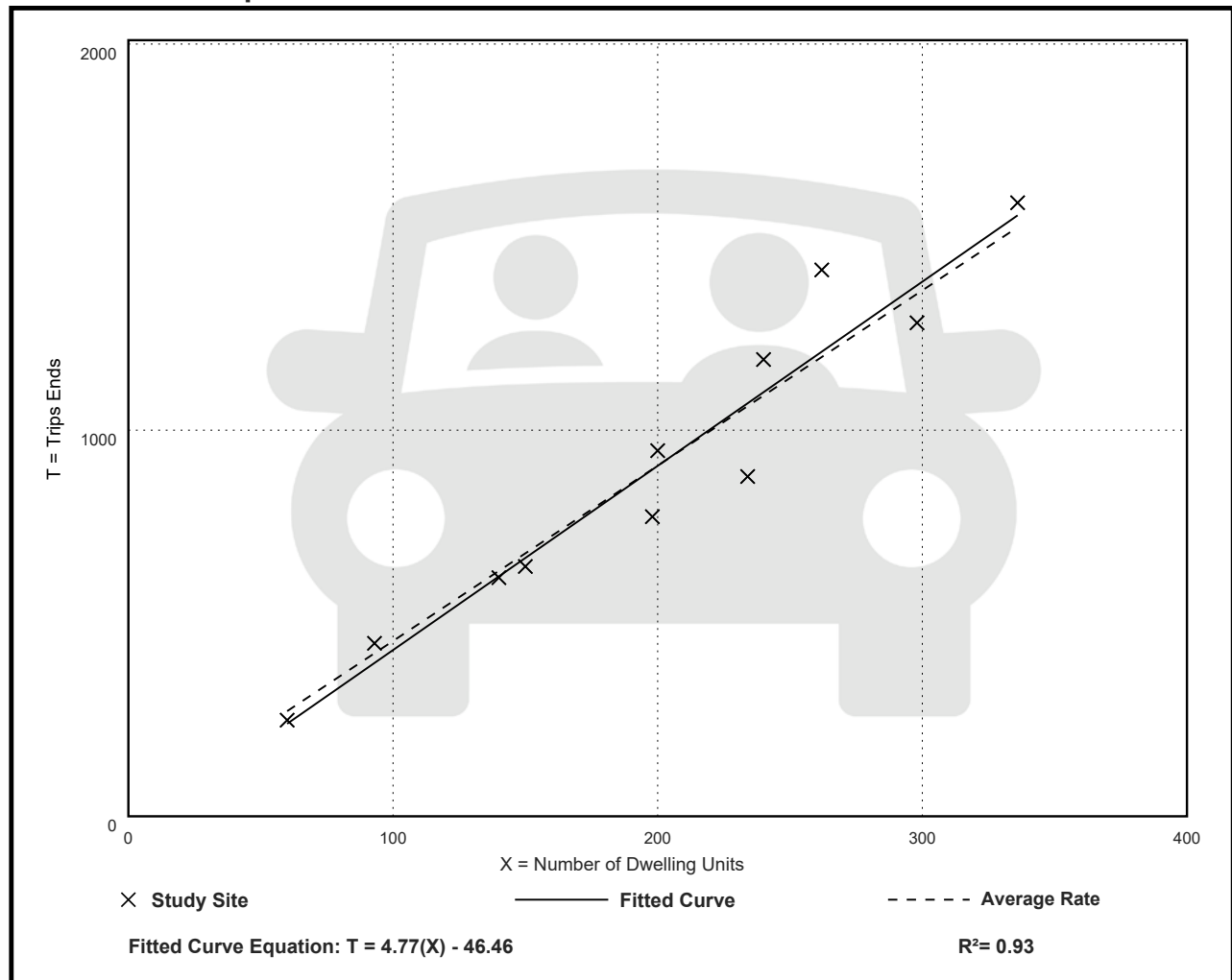
Avg. Num. of Dwelling Units: 201

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.54	3.76 - 5.40	0.51

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 30

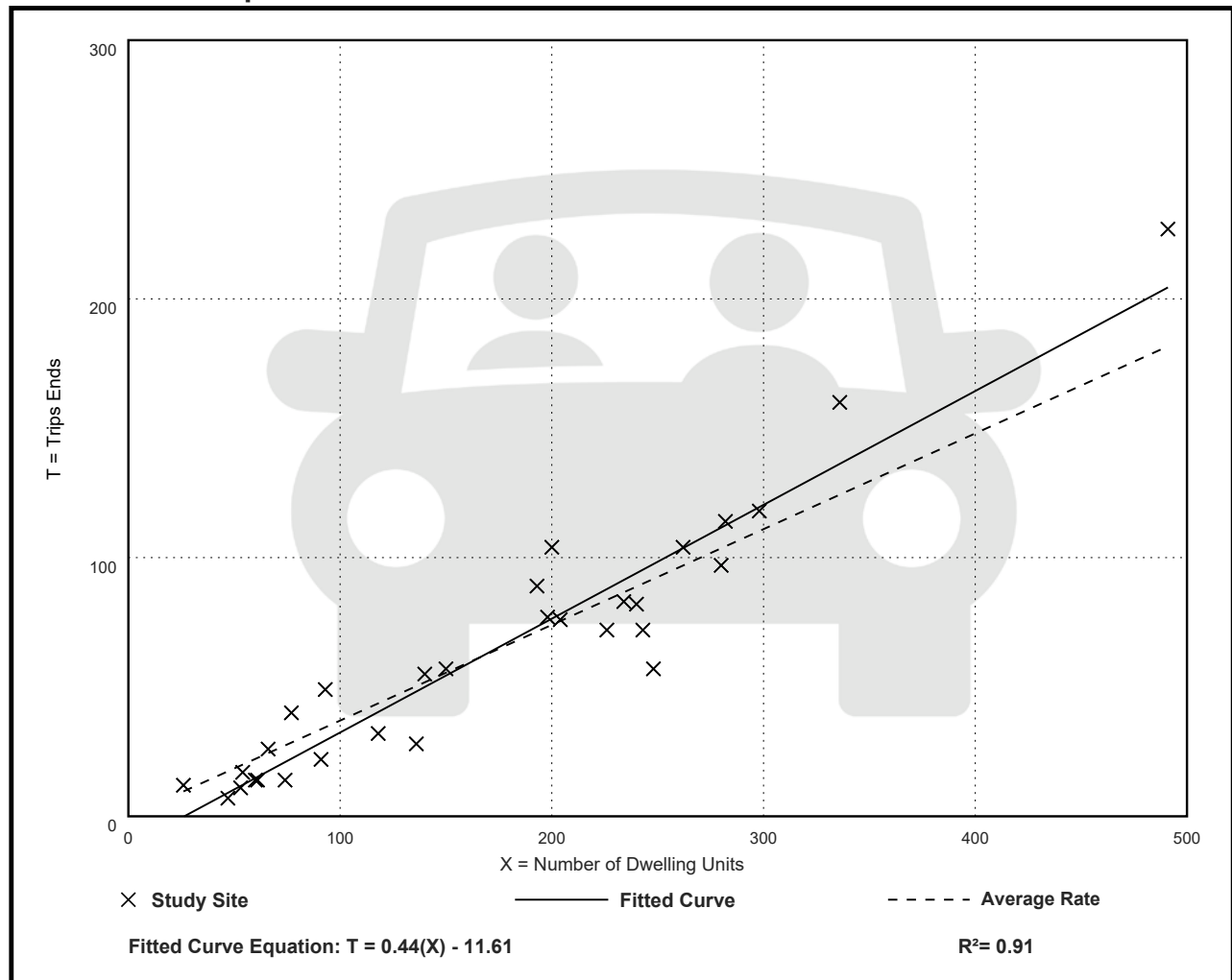
Avg. Num. of Dwelling Units: 173

Directional Distribution: 23% entering, 77% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.37	0.15 - 0.53	0.09

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

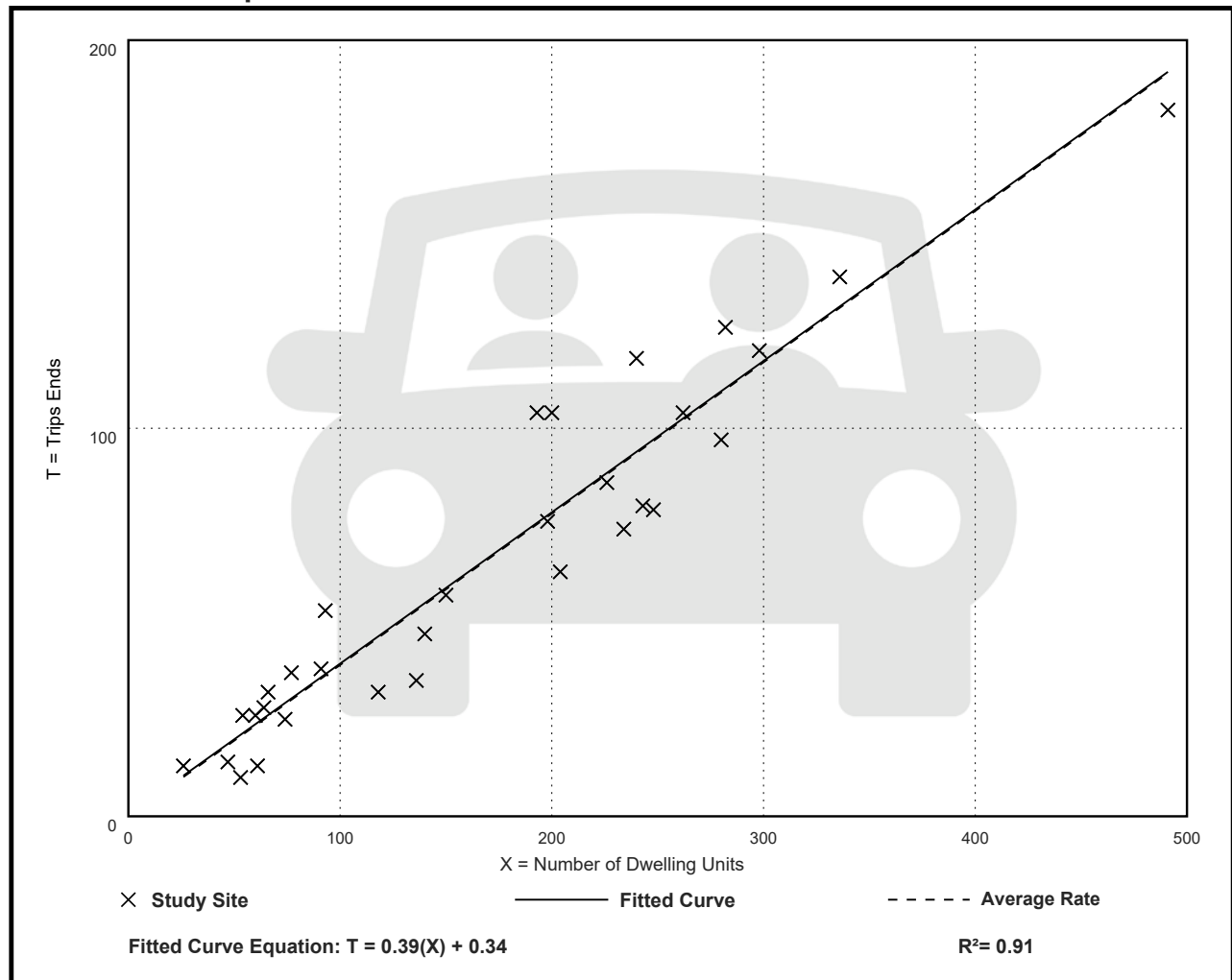
Avg. Num. of Dwelling Units: 169

Directional Distribution: 61% entering, 39% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.57	0.08

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 23

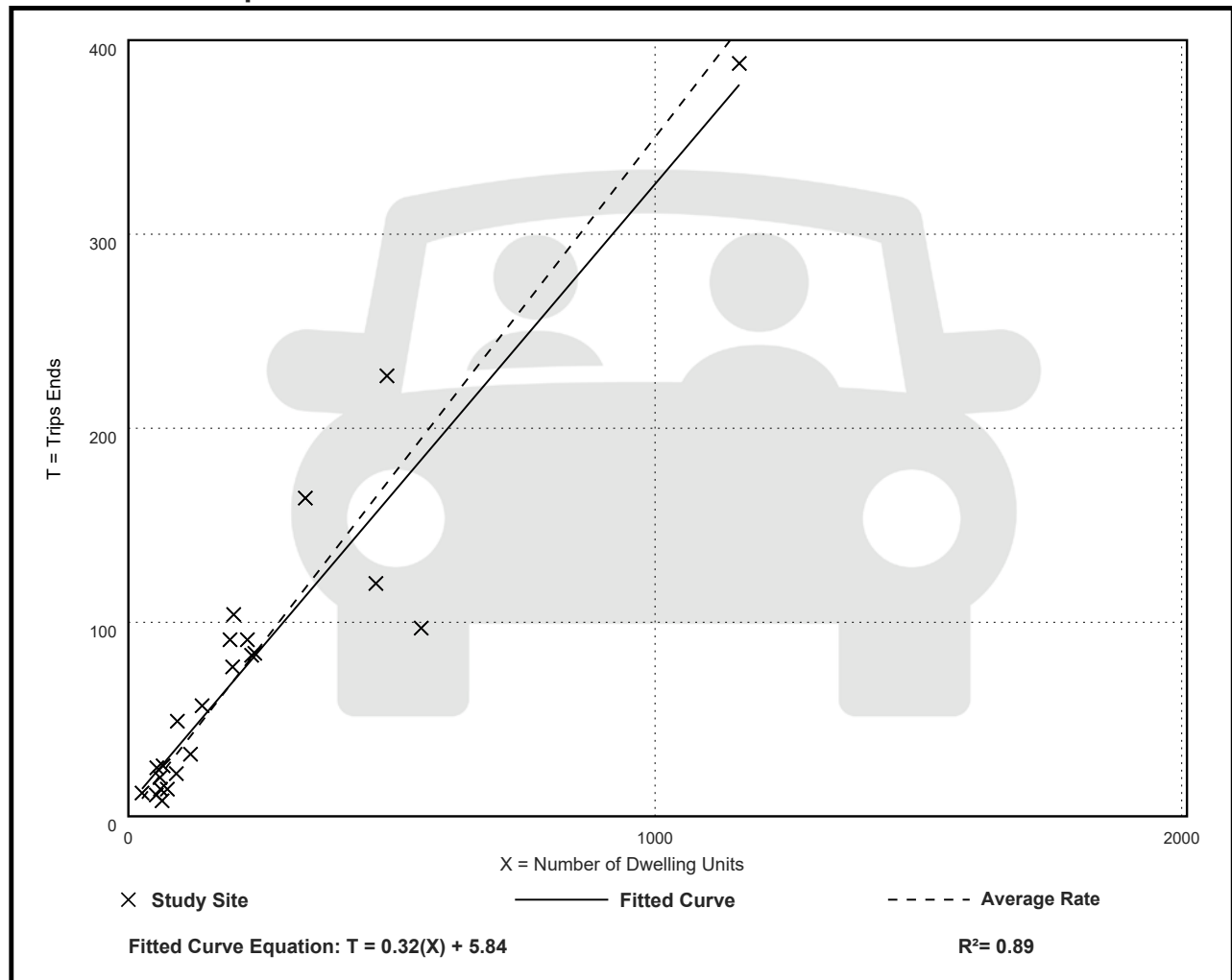
Avg. Num. of Dwelling Units: 226

Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.35	0.13 - 0.53	0.11

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 22

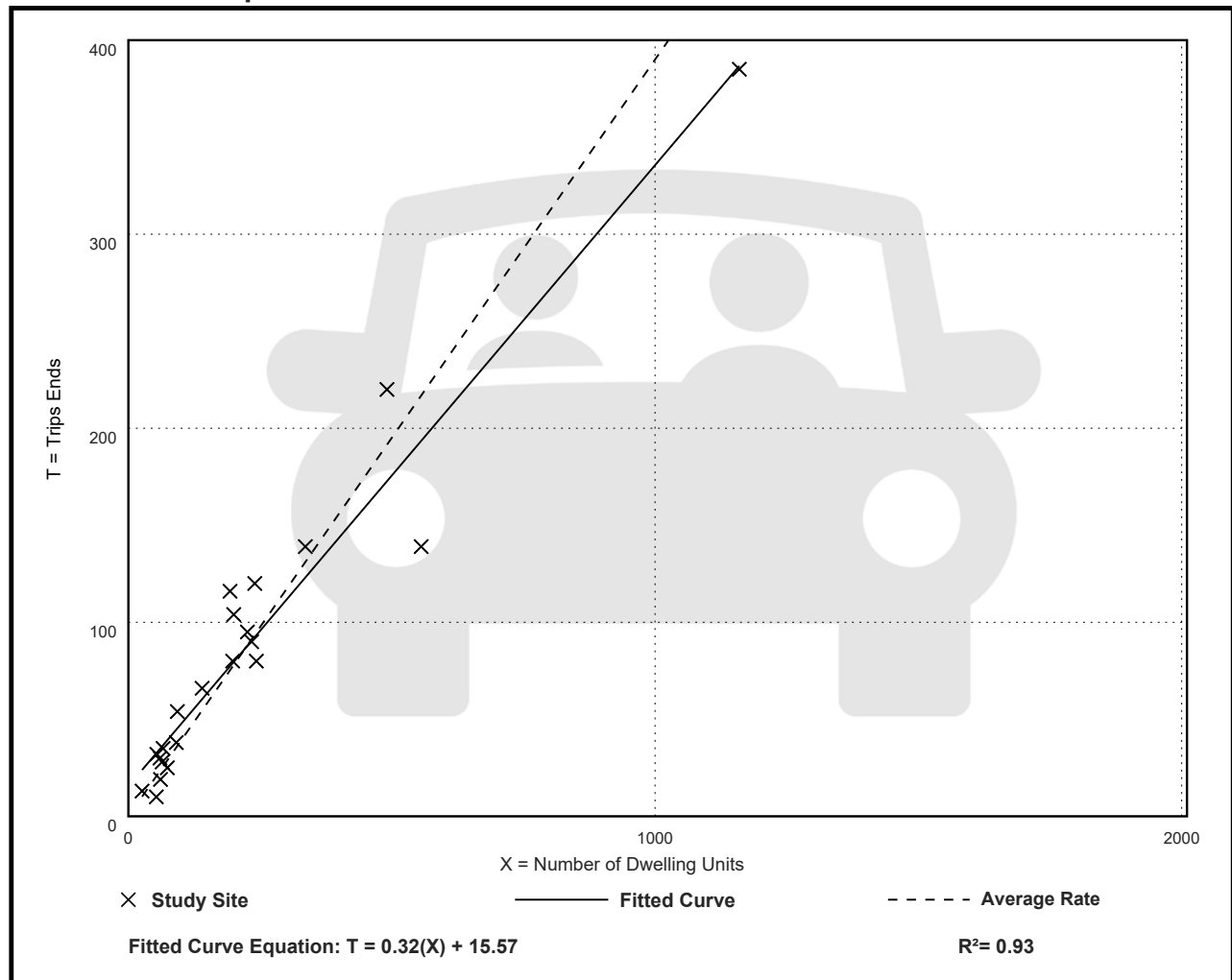
Avg. Num. of Dwelling Units: 221

Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.19 - 0.60	0.10

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 5

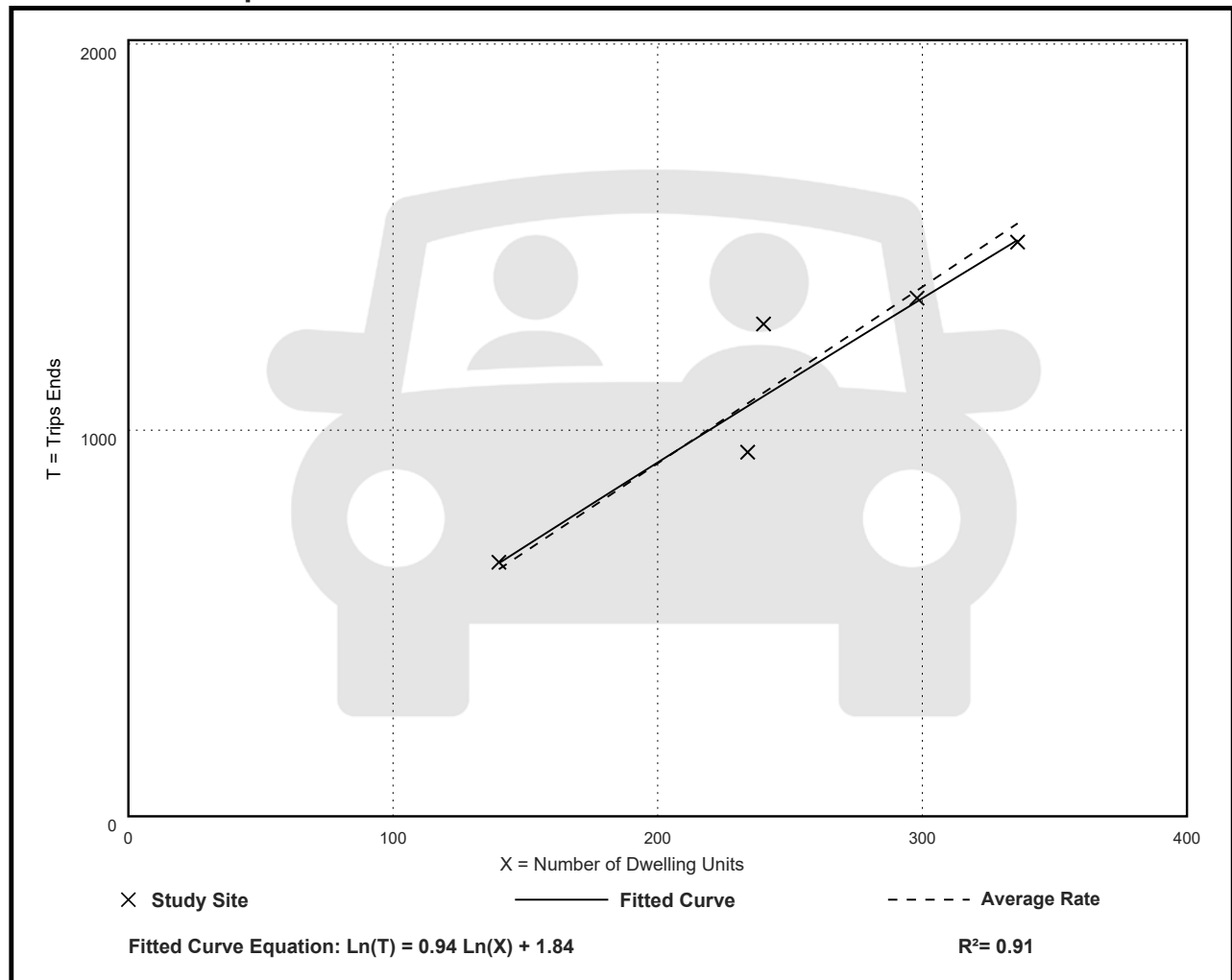
Avg. Num. of Dwelling Units: 250

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
4.57	4.03 - 5.31	0.46

Data Plot and Equation



Multifamily Housing (Mid-Rise) Not Close to Rail Transit (221)

Vehicle Trip Ends vs: Dwelling Units

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 5

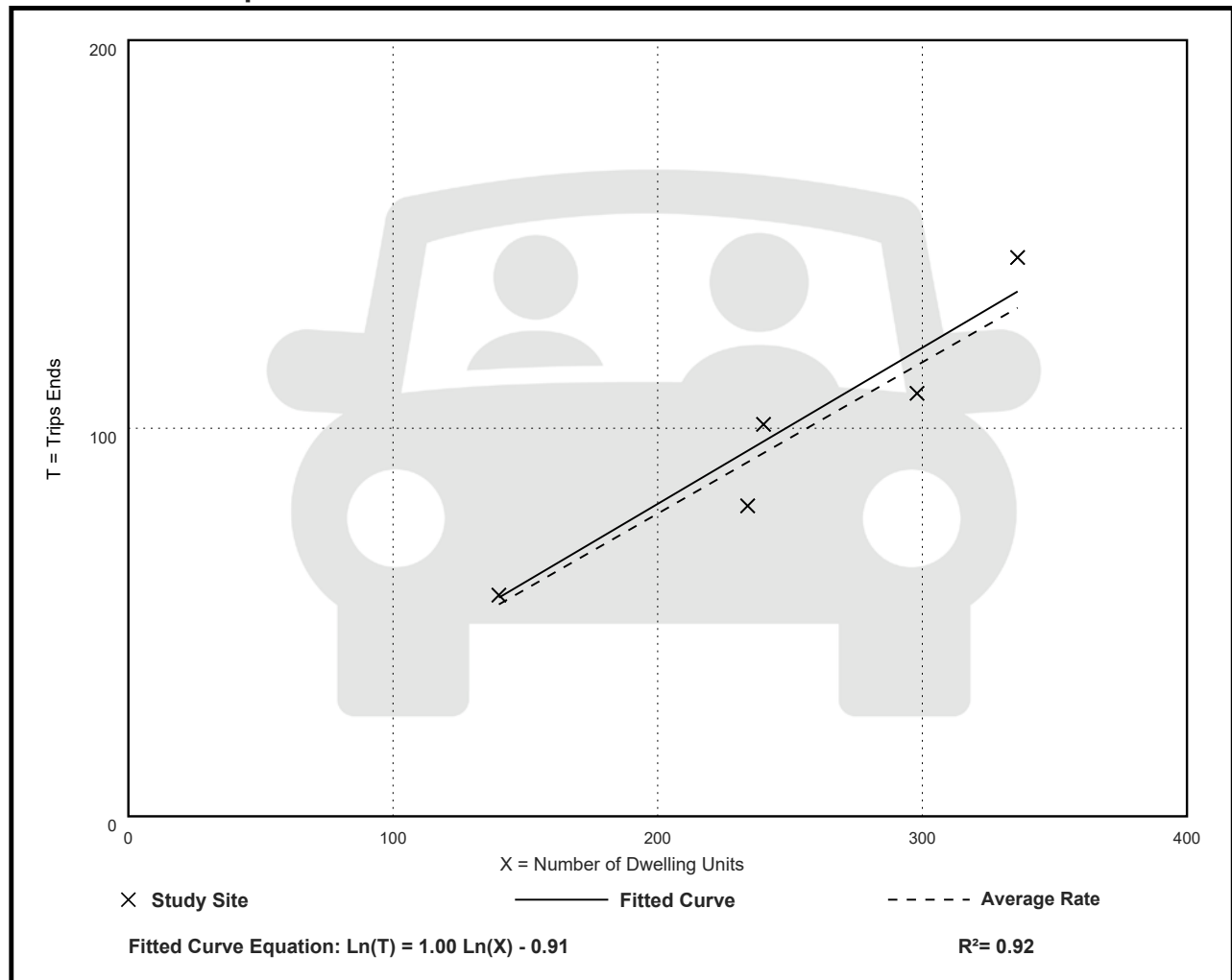
Avg. Num. of Dwelling Units: 250

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.39	0.34 - 0.43	0.04

Data Plot and Equation



Land Use: 310

Hotel

Description

A hotel is a place of lodging that provides sleeping accommodations and supporting facilities such as a full-service restaurant, cocktail lounge, meeting rooms, banquet room, and convention facilities. A hotel typically provides a swimming pool or another recreational facility such as a fitness room. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320), and resort hotel (Land Use 330) are related uses.

Additional Data

Twenty-five studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 82 percent.

Some properties in this land use provide guest transportation services (e.g., airport shuttle, limousine service, golf course shuttle service) which may have an impact on the overall trip generation rates.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (<https://www.ite.org/technical-resources/topics/trip-and-parking-generation/>).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, District of Columbia, Florida, Georgia, Indiana, Minnesota, New York, Ontario (CAN), Pennsylvania, South Dakota, Texas, Vermont, Virginia, and Washington.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Trip generation at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space, and retail facilities. Future data submissions should specify the presence of these amenities. Reporting the level of activity at the supporting facilities such as full, empty, partially active, number of people attending a meeting/banquet during observation may also be useful in further analysis of this land use.

Source Numbers

170, 260, 262, 277, 280, 301, 306, 357, 422, 507, 577, 728, 867, 872, 925, 951, 1009, 1021, 1026, 1046

Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Weekday

Setting/Location: General Urban/Suburban

Number of Studies: 7

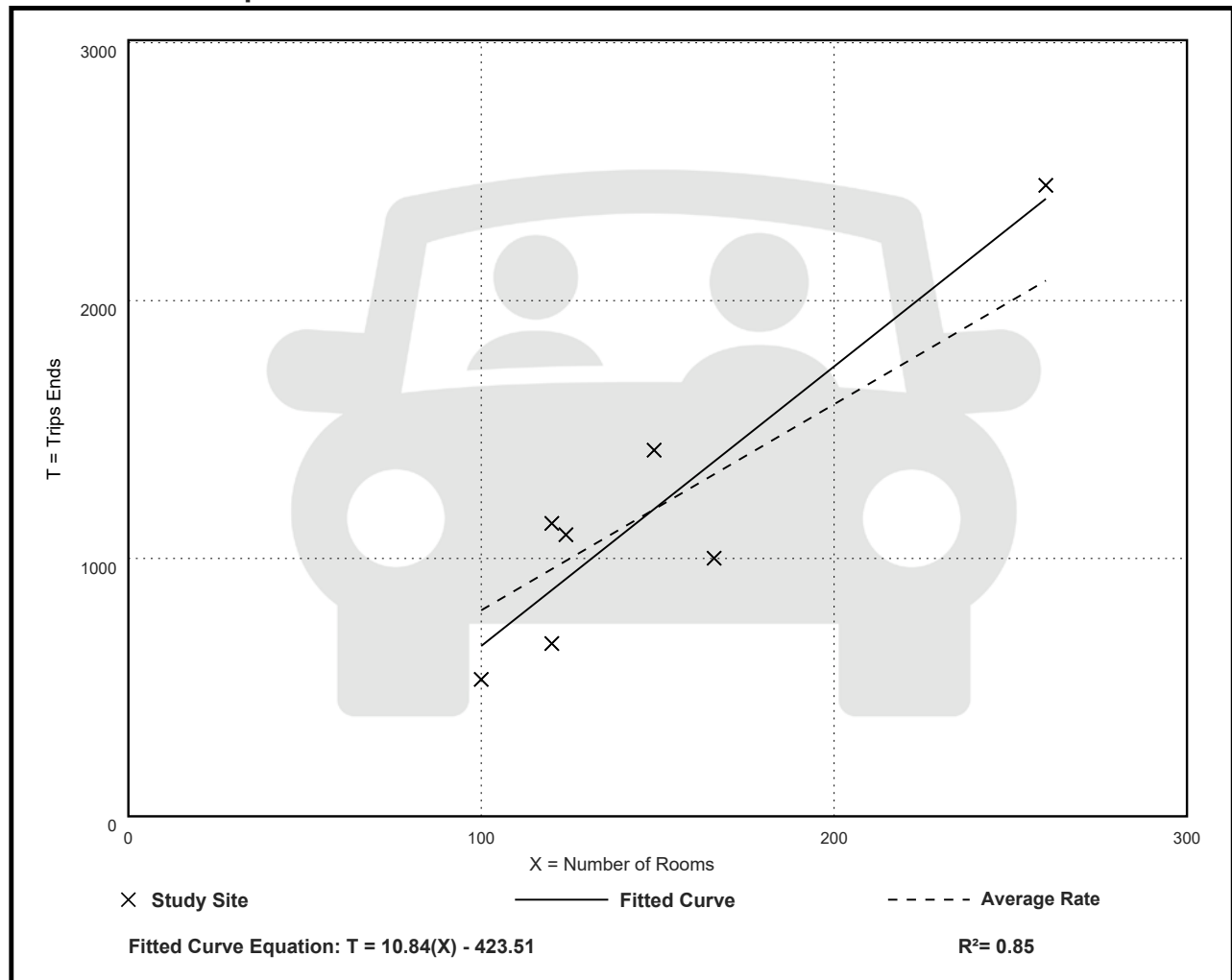
Avg. Num. of Rooms: 148

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
7.99	5.31 - 9.53	1.92

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 28

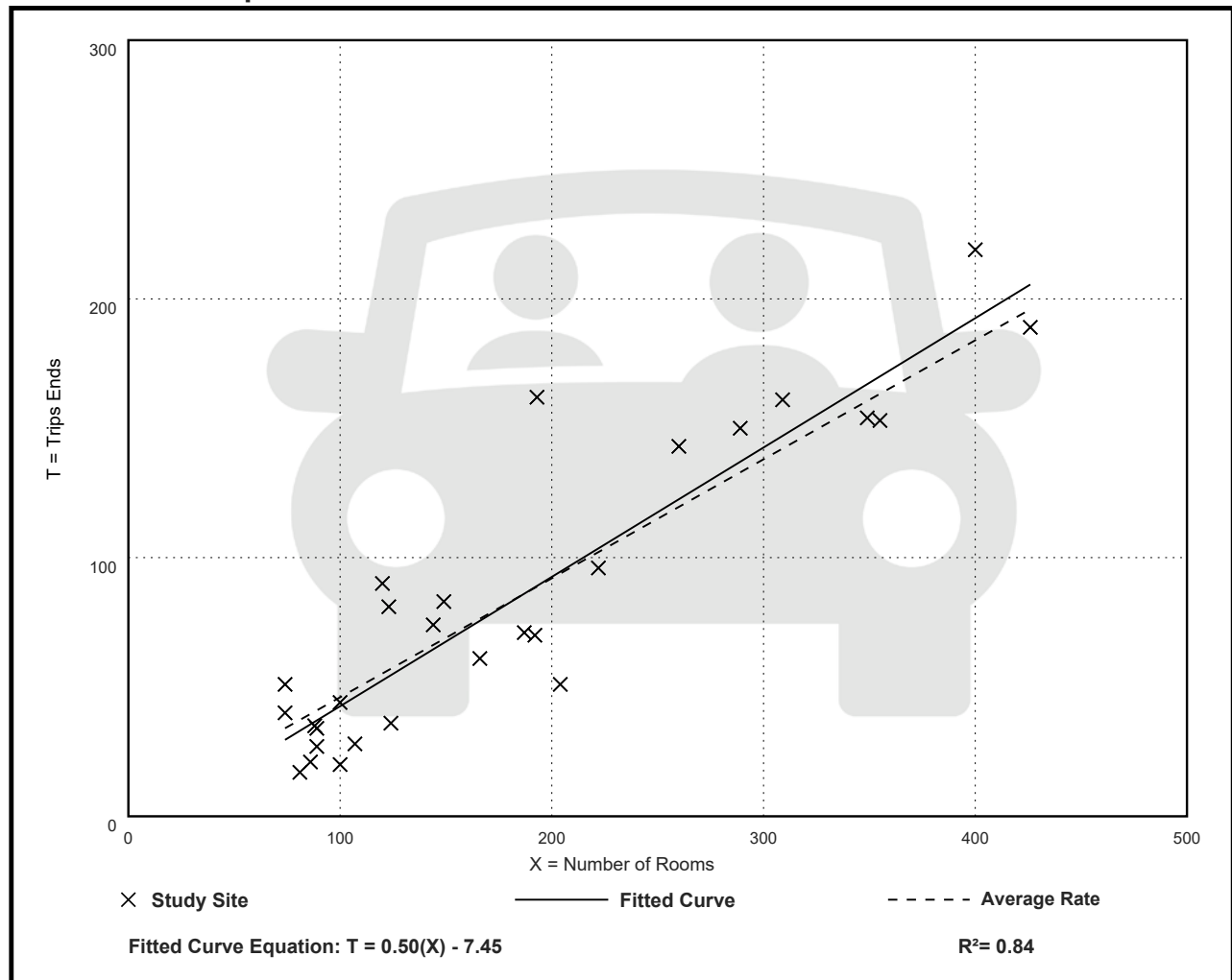
Avg. Num. of Rooms: 182

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.46	0.20 - 0.84	0.14

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms

On a: **Weekday,**

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 31

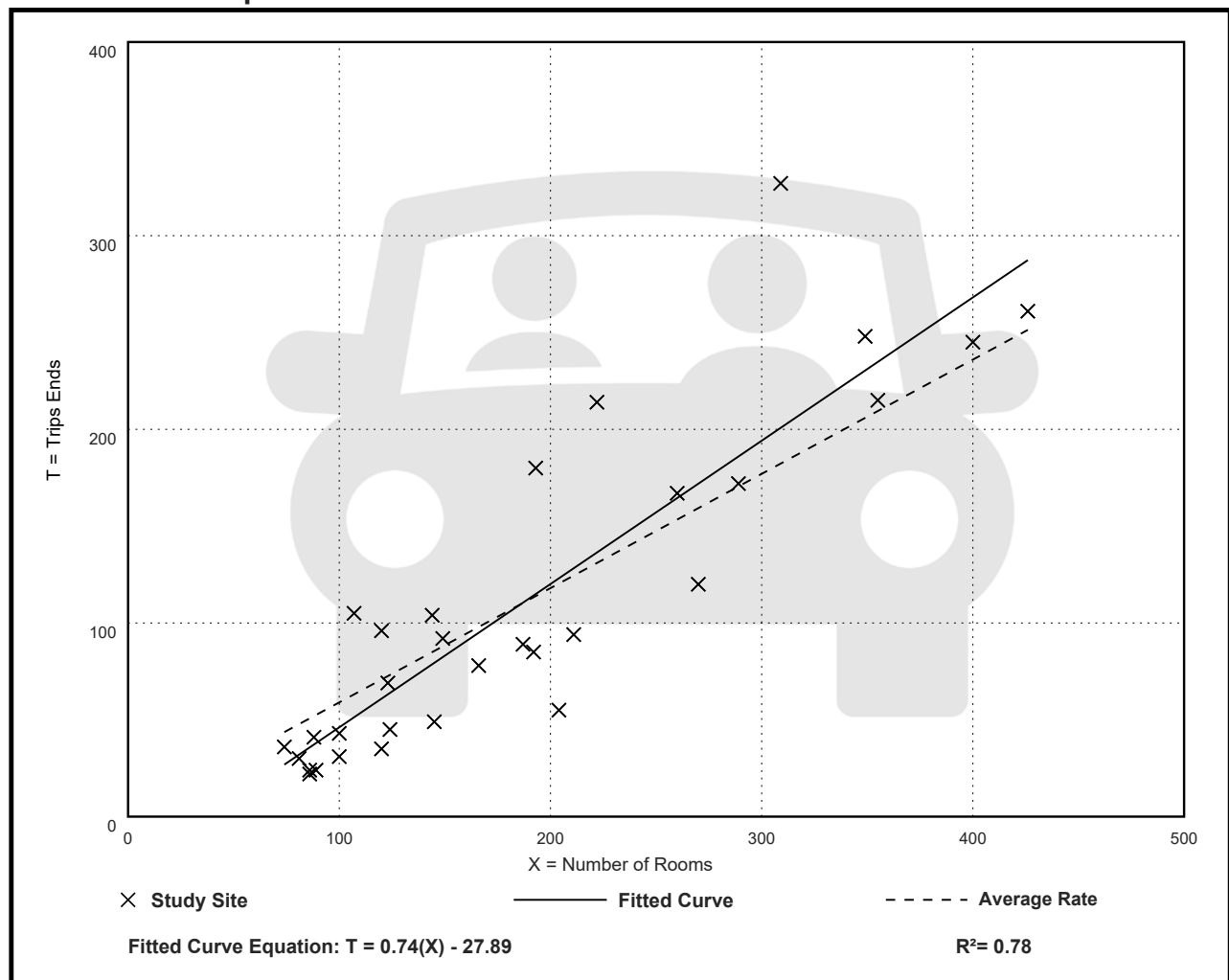
Avg. Num. of Rooms: 186

Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.59	0.26 - 1.06	0.22

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms

On a: **Weekday,**

AM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 33

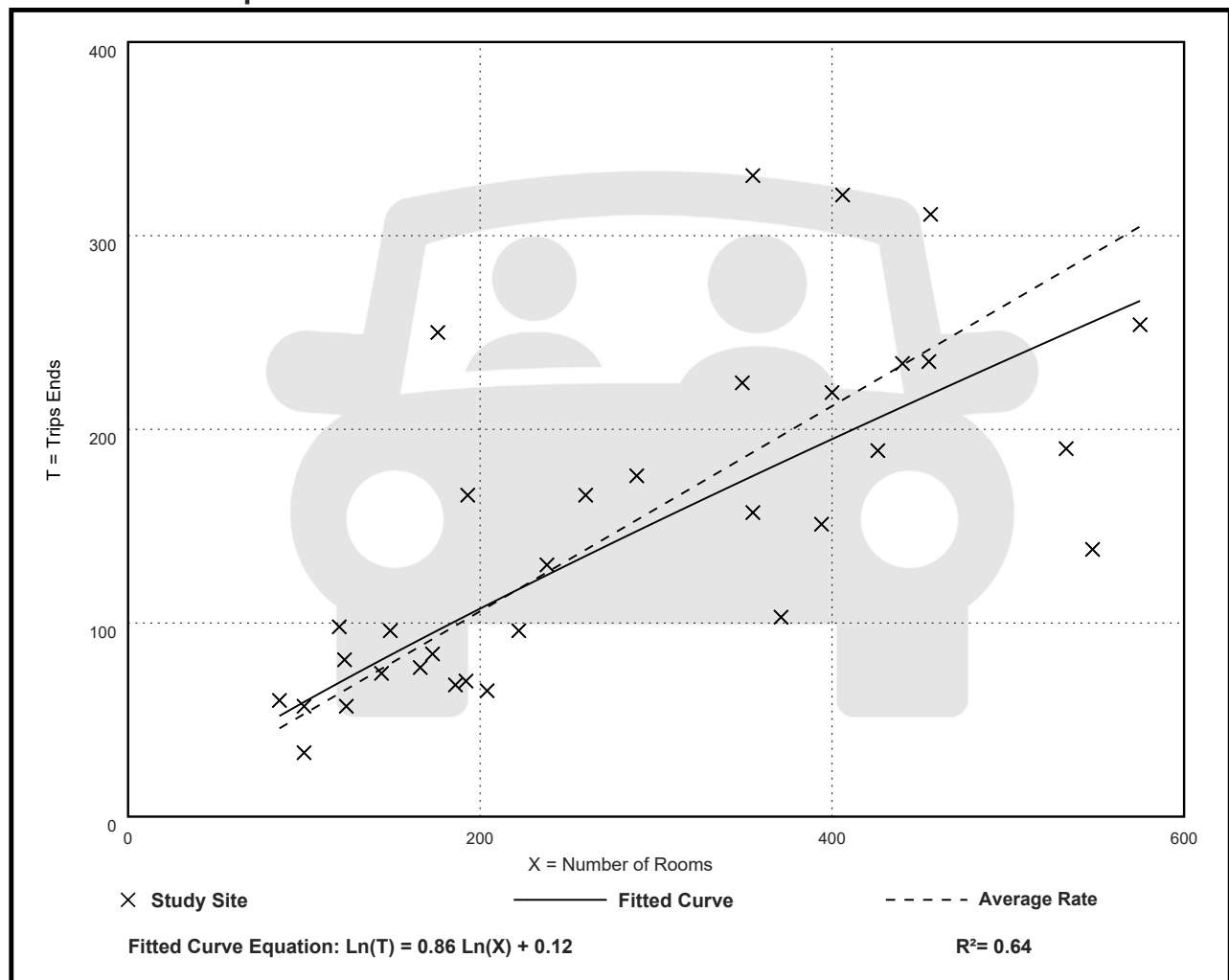
Avg. Num. of Rooms: 282

Directional Distribution: 53% entering, 47% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.53	0.25 - 1.42	0.21

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms

On a: Weekday,

PM Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 32

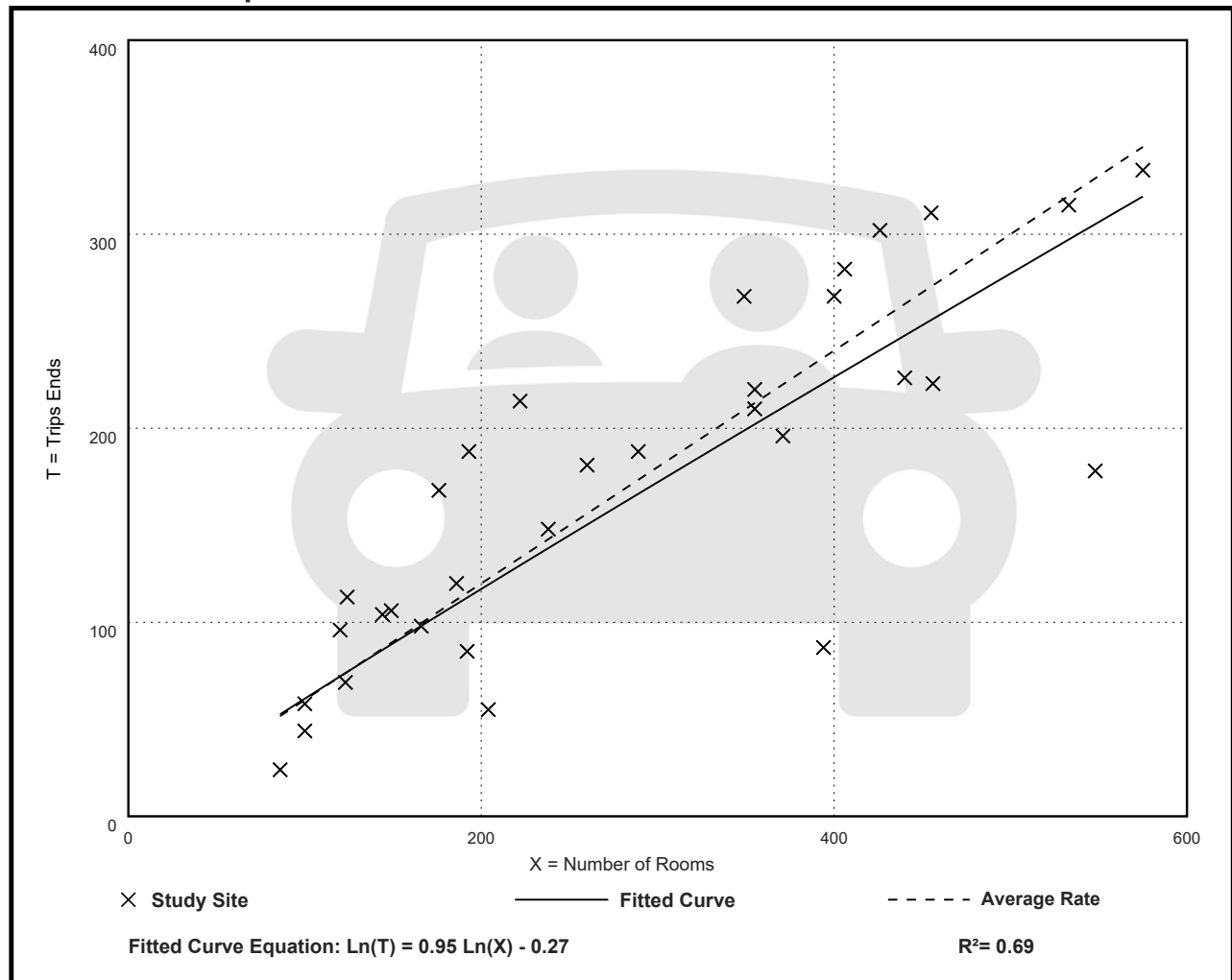
Avg. Num. of Rooms: 285

Directional Distribution: 58% entering, 42% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.60	0.22 - 0.97	0.18

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms
On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 9

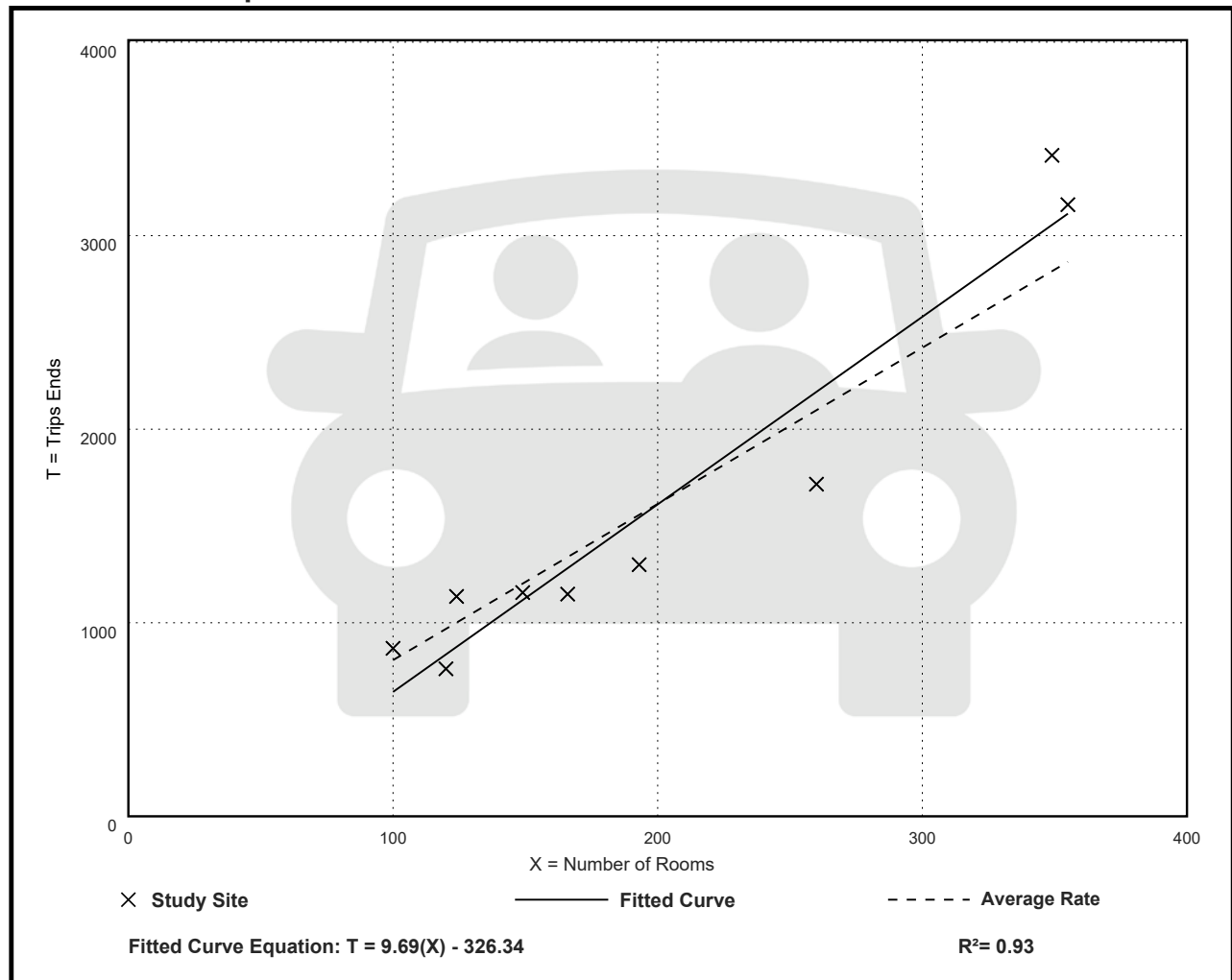
Avg. Num. of Rooms: 202

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
8.07	6.35 - 9.79	1.35

Data Plot and Equation



Hotel (310)

Vehicle Trip Ends vs: Rooms

On a: Saturday, Peak Hour of Generator

Setting/Location: General Urban/Suburban

Number of Studies: 10

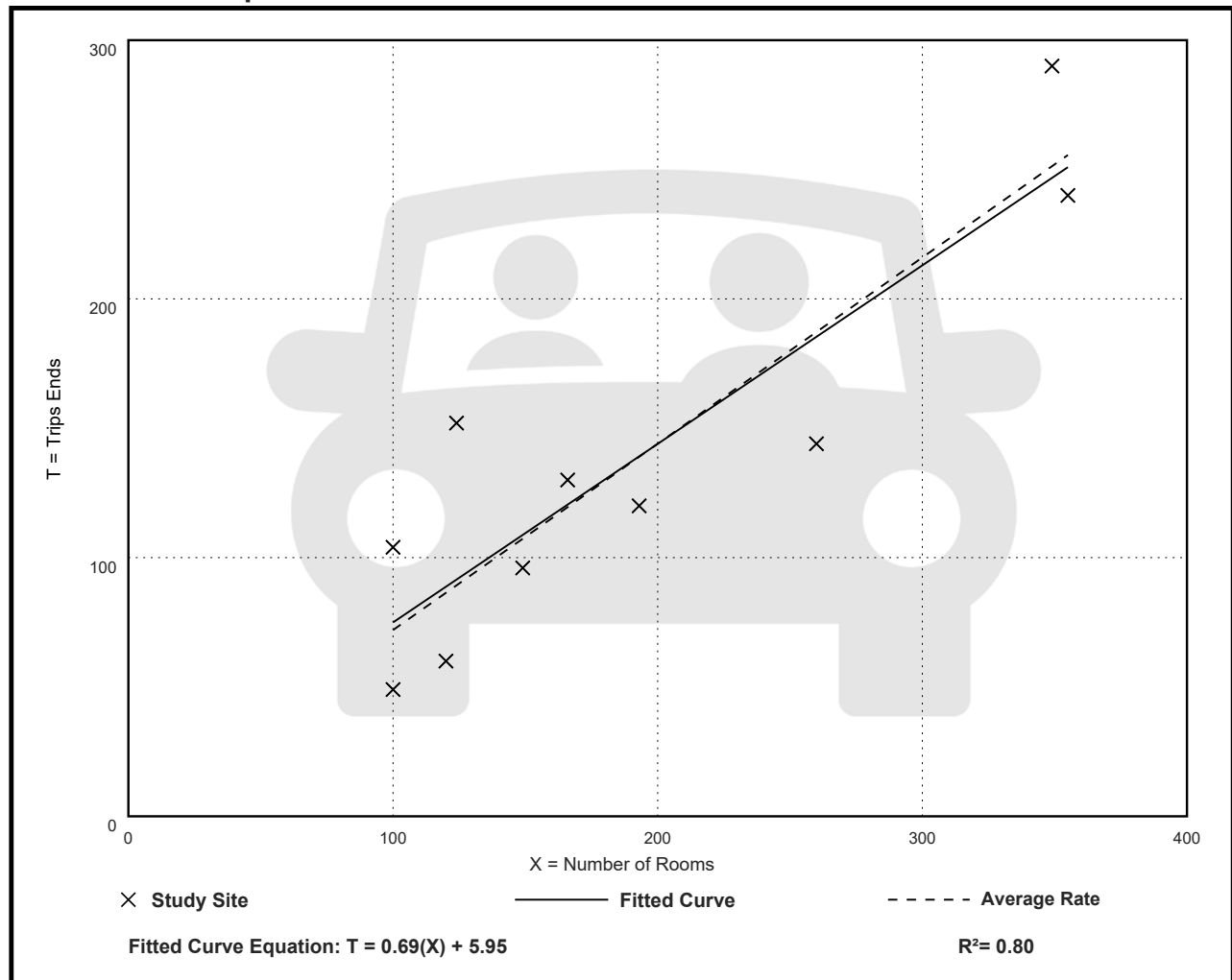
Avg. Num. of Rooms: 192

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.72	0.49 - 1.23	0.20

Data Plot and Equation



Appendix B

Turning Movement Count Data

Movements

MAINE_DOT_TM - 00005250056 - Windham - Franklin Dr, SR 35/US 302 (Roosevelt - Tuesday, July 23, 2024)

From: SR 35/US 302 (Roosevelt Tr) (Northwest)										To: Franklin Dr										To: SR 35/US 302 (Roosevelt Tr) (Southeast)										To: (PW) Steak/Sushi Ent									
To: SR 35/US 302 (Roosevelt Tr) (Northwest)																																							
Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total								
00:00	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	00:00	2	9	0	0	0	0	0	11	00:00	0	0	0	0	0	0	0							
00:15	0	0	0	0	0	0	0	00:15	0	0	1	0	0	0	0	00:15	0	7	0	0	0	0	0	7	00:15	0	0	0	0	0	0	0							
00:30	0	0	0	0	0	0	0	00:30	0	0	0	0	0	0	0	00:30	1	11	0	0	0	0	0	12	00:30	0	0	0	0	0	0	0							
00:45	0	0	0	0	0	0	0	00:45	0	0	0	0	0	0	0	00:45	0	6	0	1	1	0	0	8	00:45	0	0	0	0	0	0	0							
01:00	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	01:00	0	4	0	0	0	0	0	4	01:00	0	0	0	0	0	0	0							
01:15	0	0	0	0	0	0	0	01:15	0	0	0	0	0	0	0	01:15	0	6	0	0	1	0	0	7	01:15	0	0	0	0	0	0	0							
01:30	0	0	0	0	0	0	0	01:30	0	0	0	0	0	0	0	01:30	0	6	0	0	0	0	0	6	01:30	0	0	0	0	0	0	0							
01:45	0	0	0	0	0	0	0	01:45	0	1	0	0	0	0	0	01:45	0	2	0	0	0	0	0	2	01:45	0	0	0	0	0	0	0							
02:00	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	02:00	1	6	0	0	2	0	0	9	02:00	0	0	0	0	0	0	0							
02:15	0	0	0	0	0	0	0	02:15	0	0	0	0	0	0	0	02:15	0	5	0	0	0	0	0	5	02:15	0	0	0	0	0	0	0							
02:30	0	0	0	0	0	0	0	02:30	0	0	0	0	0	0	0	02:30	0	4	0	0	0	0	0	4	02:30	0	0	0	0	0	0	0							
02:45	0	0	0	0	0	0	0	02:45	0	0	0	0	0	0	0	02:45	0	10	0	0	0	0	0	10	02:45	0	0	0	0	0	0	0							
03:00	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	03:00	0	7	0	0	0	0	0	7	03:00	0	0	0	0	0	0	0							
03:15	0	0	0	0	0	0	0	03:15	0	0	0	0	0	0	0	03:15	0	10	0	0	0	0	0	10	03:15	0	0	0	0	0	0	0							
03:30	0	0	0	0	0	0	0	03:30	0	0	0	0	0	0	0	03:30	0	14	0	1	0	0	0	15	03:30	0	0	0	0	0	0	0							
03:45	0	0	0	0	0	0	0	03:45	0	2	0	0	0	0	0	03:45	0	15	0	2	0	0	0	17	03:45	0	0	0	0	0	0	0							
04:00	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	04:00	0	11	0	0	0	0	0	11	04:00	0	0	0	0	0	0	0							
04:15	0	0	0	0	0	0	0	04:15	0	0	0	0	0	0	0	04:15	0	30	0	0	0	0	0	30	04:15	0	0	0	0	0	0	0							
04:30	0	0	0	0	0	0	0	04:30	0	0	0	0	0	0	0	04:30	0	36	0	0	1	0	0	37	04:30	0	0	0	0	0	0	0							
04:45	0	0	0	0	0	0	0	04:45	0	1	0	0	0	0	0	04:45	0	39	0	0	1	0	0	40	04:45	0	0	0	0	0	0	0							
05:00	0	0	0	0	0	0	0	05:00	0	1	0	1	0	0	0	05:00	0	68	0	2	0	0	0	70	05:00	0	0	0	0	0	0	0							
05:15	0	0	0	0	0	0	0	05:15	0	0	0	0	0	0	0	05:15	0	84	0	2	0	0	0	86	05:15	0	0	0	0	0	0	0							
05:30	0	0	0	0	0	0	0	05:30	0	1	0	0	0	0	0	05:30	0	102	0	1	3	0	0	106	05:30	0	0	0	0	0	0	0							
05:45	0	0	0	0	0	0	0	05:45	0	0	0	0	0	0	0	05:45	0	138	0	1	0	0	0	139	05:45	0	1	0	0	0	0	1							
06:00	0	0	0	0	0	0	0	06:00	0	2	0	0	0	0	0	06:00	0	150	0	2	1	0	0	153	06:00	0	0	0	0	0	0	0							
06:15	0	0	0	0	0	0	0	06:15	0	1	0	0	0	0	0	06:15	0	173	0	2	1	0	0	176	06:15	0	0	0	0	0	0	0							
06:30	0	0	0	0	0	0	0	06:30	0	1	0	0	1	0	0	06:30	0	190	0	2	1	0	0	193	06:30	0	0	0	0	0	0	0							
06:45	0	0	0	0	0	0	0	06:45	0	7	0	0	0	0	0	06:45	0	215	1	3	0	0	0	219	06:45	0	0	0	0	0	0	0							
07:00	0	0	0	0	0	0	0	07:00	0	4	0	0	0	0	0	07:00	0	220	0	7	0	0	0	227	07:00	0	0	0	0	0	0	0							
07:15	0	0	0	0	0	0	0	07:15	0	7	0	0	0	0	0	07:15	0	277	1	5	0	0	0	283	07:15	0	0	0	0	0	0	0							
07:30	0	0	0	0	0	0	0	07:30	0	6	0	0	0	0	0	07:30	0	261	0	5	2	0	0	268	07:30	0	0	0	0	0	0	0							
07:45	0	0	0	0	0	0	0	07:45	0	8	0	0	0	0	0	07:45	0	240	0	8	1	0	0	249	07:45	0	0	0	0	0	0	0							
08:00	0	0	0	0	0	0	0	08:00	0	7	0	0	0	0	0	08:00	0	204	0	8	1	0	0	213	08:00	0	0	0	0	0	0	0							
08:15	0	0	0	0	0	0	0	08:15	0	10	0	0	0	0	0	08:15	0	259	0	2	4	0	0	265	08:15	0	0	0	0	0	0	0							
08:30	0	0	0	0	0	0	0	08:30	0	15	0	0	0	0	0	08:30	0	242	0	4	2	0	0	248	08:30	0	0	0	0	0	0	0							
08:45	0	0	0	0	0	0	0	08:45	0	14	0	1	0	0	0	08:45	0	210	0	6	0	0	0	216	08:45	0	0	0	0	0	0	0							
09:00	0	0	0	0	0	0	0	09:00	0	13	0	0	0	0	0	09:00	0	216	0	9	2	0	0	227	09:00	0	0	0	0	0	0	0							
09:15	0	0	0	0	0	0	0	09:15	0	18	0	0	0	0	0	09:15	0	222	0	3	3	0	0	228	09:15	0	0	0	0	0	0	0							
09:30	0	0	0	0	0	0	0	09:30	0	13	0	0	0	0	0	09:30	0	210	1	2	7	0	0	220	09:30	0	1	0	0	0	0	1							
09:45	0	0	0	0	0	0	0	09:45	0	18	0	0	0	0	0	09:45	0	252	1	9	2	0	0	264	09:45	0	1	0	0	0	0	1							
10:00	0	0	0	0	0	0	0	10:00	0	20	0	0	0	0	0	10:00	0	236	0	3	5	0	0	244	10:00	0	0	0	0	0	0	0							
10:15	0	0	0	0	0	0	0	10:15	0	23	0	0	0	0	0	10:15	0	274	0	10	4	0	0	288	10:15	0	3	0	0	0	0	3							
10:30	0	0	0	0	0	0	0	10:30	0	20	0	1	0	0	0	10:30	0	278	0	6	4	0	0	288	10:30	0	1	0	0	0	0	1							
10:45	0	0	0	0	0	0	0	10:45	0	15	0	0	0	0	0	10:45	0	271	0	2	3	0	0	276	10:45	0	1	0	0	0	0	1							
11:00	0	0	0	0	0	0	0	11:00	0	23	0	0	0	0	0	11:00	1	238	0	7	0	0	0	246	11:00	0	0	0	0	0	0	0							
11:15	0	0	0	0	0	0	0	11:15	0	30	0	0	0	0	0	11:15	0	256	1	4	2	0	0	263	11:15	0	1	0	0	0	0	1							
11:30	0	0	0	0	0	0	0	11:30	0	18	0	0	0	0	0	11:30	1	240	0	5	2	0	0	248	11:30	0	0	0	0	0	0	0							
11:45	0	0	0	0	0	0	0	11:45	0	28	0	0	0	0	0	11:45	0	274	0	5	3	0	0	282	11:45	0	0	0	0	0	0	0							
12:00	0	0	0	0	0	0	0	12:00	0	27	0	0	0	0	0	12:00	2	265	0	7	4	0	0	278	12:00	0	1	0	0	0	0	1							
12:15	0	0	0	0	0	0	0	12:15	0	29	0	0	0	0	0	12:15	0	252	0	3	3	0	0	258	12:15	0	1	0	0	0	0	1							
12:30	0	0	0	0	0	0	0	12:30	0	20	0	0	0	0	0	12:30	0	254	0	6	1	0	0	261	12:30	0	0	0	0	0	0	0							
12:45	0	0	0	0	0	0	0	12:45	0	15	0	0	1	0	0	12:45	0	252	0	5	2	0	0	259	12:45	0	0	0	0	0	0	0							
13:00	0	0	0	0	0	0	0	13:00	0	19	0	0	0	0	0	13:00	0	240	2	3	6	0	0	251	13:00	0	3	0	0	0	0	3							
13:15	0	0	0	0	0	0	0	13:15	0																														

19:00	0	0	0	0	0	0	0	0	19:00	0	10	0	0	0	0	10	19:00	0	110	0	2	0	0	112	19:00	0	2	0	0	0	0	2
19:15	0	0	0	0	0	0	0	0	19:15	0	14	0	0	0	0	14	19:15	0	142	0	0	1	0	143	19:15	0	2	0	0	0	0	2
19:30	0	0	0	0	0	0	0	0	19:30	0	8	0	0	0	0	8	19:30	1	99	1	0	0	0	101	19:30	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	19:45	0	7	0	0	0	0	7	19:45	0	104	1	1	1	0	107	19:45	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0	20:00	0	7	0	0	0	0	7	20:00	0	102	0	0	0	0	102	20:00	0	0	0	0	0	0	0
20:15	0	1	0	0	0	0	0	0	20:15	0	4	0	0	0	0	4	20:15	0	88	0	0	0	0	88	20:15	0	1	0	0	0	0	1
20:30	0	0	0	0	0	0	0	0	20:30	0	3	0	0	0	0	3	20:30	0	84	0	0	0	0	84	20:30	0	0	0	0	0	0	0
20:45	0	0	0	0	0	0	0	0	20:45	0	2	0	0	0	0	2	20:45	1	61	0	0	1	0	63	20:45	0	1	0	0	0	0	1
21:00	0	0	0	0	0	0	0	0	21:00	0	2	0	0	0	0	2	21:00	0	66	0	0	0	0	66	21:00	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0	21:15	0	62	0	0	0	0	62	21:15	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	21:30	0	1	0	0	0	0	1	21:30	0	50	0	0	0	0	50	21:30	0	0	0	0	0	0	0
21:45	0	0	0	0	0	0	0	0	21:45	0	1	0	0	0	0	1	21:45	0	83	0	0	1	0	84	21:45	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	22:00	0	45	0	0	0	0	45	22:00	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0	22:15	1	41	0	0	0	0	42	22:15	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0	22:30	0	21	0	0	0	0	21	22:30	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	22:45	0	1	0	0	0	0	1	22:45	0	24	0	0	0	0	24	22:45	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	23:00	0	17	0	0	0	0	17	23:00	0	0	0	0	0	0	0
23:15	0	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0	23:15	0	17	0	0	0	0	17	23:15	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0	23:30	0	14	0	0	0	0	14	23:30	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0	23:45	1	7	0	0	1	0	9	23:45	0	0	0	0	0	0	0
Total	0	3	0	0	0	0	0	3	Total	1	876	0	7	2	0	886	Total	33	13417	17	239	109	2	13817	Total	0	43	0	1	0	0	44
% of Total	0%	100%	0%	0%	0%	0%	0%	100%	% of Total	0.1%	98.9%	0%	0.8%	0.2%	0%	100%	% of Total	0.2%	97.1%	0.1%	1.7%	0.8%	0%	100%	% of Total	0%	97.7%	0%	2.3%	0%	0%	100%
% of Approach	0%	0%	0%	0%	0%	0%	0%	0%	% of Approach	2.9%	6.1%	0%	2.8%	1.8%	0%	6%	% of Approach	97.1%	93.6%	100%	96.8%	98.2%	100%	93.7%	% of Approach	0%	0.3%	0%	0.4%	0%	0%	0.3%

From: Franklin Dr									To: Franklin Dr									To: SR 35/US 302 (Roosevelt Tr) (Southeast)									To: (PW) Steak/Sushi Ent								
To: SR 35/US 302 (Roosevelt Tr) (Northwest)									To: Franklin Dr									To: SR 35/US 302 (Roosevelt Tr) (Southeast)									To: (PW) Steak/Sushi Ent								
Period	Md	Car	Bus	SUT	Semis	Bicycle	Total	Period	Md	Car	Bus	SUT	Semis	Bicycle	Total	Period	Md	Car	Bus	SUT	Semis	Bicycle	Total	Period	Md	Car	Bus	SUT	Semis	Bicycle	Total				
00:00	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0				
00:15	0	0	0	0	0	0	0	00:15	0	0	0	0	0	0	0	00:15	0	0	0	0	0	0	0	00:15	0	0	0	0	0	0	0				
00:30	0	0	0	0	0	0	0	00:30	0	0	0	0	0	0	0	00:30	0	0	0	0	0	0	0	00:30	0	0	0	0	0	0	0				
00:45	0	0	0	0	0	0	0	00:45	0	0	0	0	0	0	0	00:45	0	0	0	0	0	0	0	00:45	0	0	0	0	0	0	0				
01:00	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0				
01:15	0	0	0	0	0	0	0	01:15	0	0	0	0	0	0	0	01:15	0	0	0	0	0	0	0	01:15	0	0	0	0	0	0	0				
01:30	0	1	0	0	0	0	0	01:30	0	0	0	0	0	0	0	01:30	0	0	0	0	0	0	0	01:30	0	0	0	0	0	0	0				
01:45	0	0	0	0	0	0	0	01:45	0	0	0	0	0	0	0	01:45	0	0	0	0	0	0	0	01:45	0	0	0	0	0	0	0				
02:00	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	02:00	0	1	0	0	0	0	0	02:00	0	0	0	0	0	0	0				
02:15	0	0	0	0	0	0	0	02:15	0	0	0	0	0	0	0	02:15	0	0	0	0	0	0	0	02:15	0	0	0	0	0	0	0				
02:30	0	0	0	0	0	0	0	02:30	0	0	0	0	0	0	0	02:30	0	0	0	0	1	0	0	02:30	0	0	0	0	0	0	0				
02:45	0	0	0	0	0	0	0	02:45	0	0	0	0	0	0	0	02:45	0	0	0	0	0	0	0	02:45	0	0	0	0	0	0	0				
03:00	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0				
03:15	0	0	0	0	0	0	0	03:15	0	0	0	0	0	0	0	03:15	0	0	0	0	0	0	0	03:15	0	0	0	0	0	0	0				
03:30	0	0	0	0	0	0	0	03:30	0	0	0	0	0	0	0	03:30	0	0	0	0	0	0	0	03:30	0	0	0	0	0	0	0				
03:45	0	0	0	0	0	0	0	03:45	0	0	0	0	0	0	0	03:45	0	0	0	0	0	0	0	03:45	0	0	0	0	0	0	0				
04:00	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0				
04:15	0	0	0	0	0	0	0	04:15	0	0	0	0	0	0	0	04:15	0	0	0	0	0	0	0	04:15	0	0	0	0	0	0	0				
04:30	0	1	0	0	0	0	0	04:30	0	0	0	0	0	0	0	04:30	0	0	0	0	1	0	0	04:30	0	0	0	0	0	0	0				
04:45	0	0	0	0	0	0	0	04:45	0	0	0	0	0	0	0	04:45	0	0	0	0	0	0	0	04:45	0	0	0	0	0	0	0				
05:00	0	1	0	0	0	0	0	05:00	0	0	0	0	0	0	0	05:00	0	0	0	0	0	0	0	05:00	0	0	0	0	0	0	0				
05:15	0	2	0	0	0	0	0	05:15	0	0	0	0	0	0	0	05:15	0	0	0	0	0	0	0	05:15	0	0	0	0	0	0	0				
05:30	0	1	0	0	0	0	0	05:30	0	0	0	0	0	0	0	05:30	0	1	0	0	0	0	0	05:30	0	0	0	0	0	0	0				
05:45	0	1	0	0	0	0	0	05:45	0	0	0	0	0	0	0	05:45	0	2	0	0	0	0	0	05:45	0	0	0	0	0	0	0				
06:00	0	2	0	0	0	0	0	06:00	0	0	0	0	0	0	0	06:00	0	2	0	1	0	0	0	06:00	0	0	0	0	0	0	0				
06:15	0	3	0	1	0	0	0	06:15	0	0	0	0	0	0	0	06:15	0	1	0	1	0	0	0	06:15	0	0	0	0	0	0	0				
06:30	0	3	0	0	0	0	0	06:30	0	0	0	0	0	0	0	06:30	0	4	0	1	0	0	0	06:30	0	0	0	0	0	0	0				
06:45	0	2	0	1	1	0	0	06:45	0	0	0	0	0	0	0	06:45	0	3	0	0	0	0	0	06:45	0	0	0	0	0	0	0				
07:00	0	3	0	0	0	0	0	07:00	0	0	0	0	0	0	0	07:00	0	4	0	1	0	0	0	07:00	0	0	0	0	0	0	0				
07:15	0	12	0	0	0	0	0	07:15	0	0	0	0	0	0	0	07:15	0	5	0	0	0	0	0	07:15	0	0	0	0	0	0	0				
07:30	0	6	0	0	0	0	0	07:30	0	0	0	0	0	0	0	07:30	0	2	0	0	0	0	0	07:30	0	0	0	0	0	0	0				
07:45	0	8	0	0	0	0	0	07:45	0	0	0	0	0	0	0	07:45	0	7	0	0	0	0	0	07:45	0	0									

Movements

MAINE_DOT_TM - 00005250010 - Windham - SR 115 (TandbergTr), US 302 (Roosevelt - Tuesday, July 23, 2024

From: SR 35/US 302 (Roosevelt Tr)										To: SR 115 (Tandberg Tr)										To: US 302 (Roosevelt Tr)										To: SR 35 (Tandberg Tr)									
To: SR 35/US 302 (Roosevelt Tr)										To: SR 115 (Tandberg Tr)										To: US 302 (Roosevelt Tr)										To: SR 35 (Tandberg Tr)									
Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total								
00:00	0	0	0	0	0	0	0	00:00	0	2	0	0	0	0	2	00:00	2	6	0	0	0	0	8	00:00	0	0	0	0	0	0									
00:15	0	0	0	0	0	0	0	00:15	0	6	0	0	0	0	6	00:15	0	8	0	0	0	0	8	00:15	0	3	0	0	0	3									
00:30	0	0	0	0	0	0	0	00:30	0	6	0	0	0	0	6	00:30	0	7	0	0	0	0	7	00:30	0	1	0	0	0	1									
00:45	0	0	0	0	0	0	0	00:45	0	4	0	1	0	0	5	00:45	0	2	0	0	0	0	2	00:45	0	1	0	0	0	1									
01:00	0	0	0	0	0	0	0	01:00	0	3	0	0	1	0	4	01:00	0	4	0	0	0	0	4	01:00	0	0	0	0	0	0									
01:15	0	0	0	0	0	0	0	01:15	0	0	0	0	1	0	1	01:15	0	4	0	0	0	0	4	01:15	0	0	0	0	0	0									
01:30	0	0	0	0	0	0	0	01:30	0	1	0	0	0	0	1	01:30	0	7	0	0	0	0	7	01:30	0	0	0	0	0	0									
01:45	0	0	0	0	0	0	0	01:45	0	2	0	0	0	0	2	01:45	0	2	0	0	0	0	2	01:45	0	0	0	0	0	0									
02:00	0	0	0	0	0	0	0	02:00	0	3	0	0	1	0	4	02:00	0	3	0	0	1	0	4	02:00	0	0	0	0	0	0									
02:15	0	0	0	0	0	0	0	02:15	0	0	0	0	0	0	0	02:15	0	6	0	0	0	0	6	02:15	0	0	0	0	0	0									
02:30	0	0	0	0	0	0	0	02:30	0	0	0	0	0	0	0	02:30	0	4	0	1	0	0	5	02:30	0	0	0	0	0	0									
02:45	0	0	0	0	0	0	0	02:45	0	2	0	0	0	0	2	02:45	0	8	0	0	0	0	8	02:45	0	0	0	0	0	0									
03:00	0	0	0	0	0	0	0	03:00	0	2	0	0	0	0	2	03:00	0	7	0	0	0	0	7	03:00	0	0	0	0	0	0									
03:15	0	0	0	0	0	0	0	03:15	0	1	0	0	0	0	1	03:15	0	9	0	1	0	0	10	03:15	0	0	0	0	0	0									
03:30	0	0	0	0	0	0	0	03:30	0	2	0	0	0	0	2	03:30	0	12	0	2	0	0	14	03:30	0	0	0	0	0	0									
03:45	0	0	0	0	0	0	0	03:45	0	2	0	1	0	0	3	03:45	0	11	0	2	0	0	13	03:45	0	1	0	0	0	1									
04:00	0	0	0	0	0	0	0	04:00	0	2	0	1	0	0	3	04:00	0	7	4	0	0	0	11	04:00	0	1	0	0	0	1									
04:15	0	0	0	0	0	0	0	04:15	0	2	0	0	0	0	2	04:15	0	15	7	0	0	0	22	04:15	0	0	0	0	0	0									
04:30	0	0	0	0	0	0	0	04:30	0	3	0	0	2	0	5	04:30	0	26	6	0	0	0	32	04:30	0	2	0	0	0	2									
04:45	0	0	0	0	0	0	0	04:45	0	3	0	0	0	0	3	04:45	1	14	6	0	1	0	22	04:45	0	3	0	0	0	3									
05:00	0	0	0	0	0	0	0	05:00	0	8	0	0	0	0	8	05:00	0	51	0	1	0	0	52	05:00	0	4	0	0	0	4									
05:15	0	0	0	0	0	0	0	05:15	0	8	0	0	0	0	8	05:15	0	63	0	0	0	0	63	05:15	0	1	0	0	0	1									
05:30	0	0	0	0	0	0	0	05:30	0	12	0	0	0	0	12	05:30	0	89	0	0	1	0	90	05:30	0	3	0	0	0	3									
05:45	0	0	0	0	0	0	0	05:45	0	18	0	0	1	0	19	05:45	0	94	0	1	1	0	96	05:45	0	3	0	0	0	3									
06:00	0	0	0	0	0	0	0	06:00	0	17	0	0	2	0	19	06:00	0	121	0	3	1	0	125	06:00	0	9	0	0	0	9									
06:15	0	0	0	0	0	0	0	06:15	0	25	0	0	0	0	25	06:15	0	137	0	3	1	0	141	06:15	0	3	0	0	0	3									
06:30	0	0	0	0	0	0	0	06:30	0	33	0	0	1	0	34	06:30	0	132	0	2	0	0	134	06:30	0	8	0	0	0	8									
06:45	0	0	0	0	0	0	0	06:45	0	43	0	0	0	0	43	06:45	0	139	1	1	1	0	142	06:45	0	7	0	0	0	7									
07:00	0	0	0	0	0	0	0	07:00	0	55	0	0	0	0	55	07:00	0	161	0	11	0	0	172	07:00	0	6	0	1	0	7									
07:15	0	0	0	0	0	0	0	07:15	0	59	0	1	0	0	60	07:15	0	200	0	2	0	0	202	07:15	0	4	0	0	0	4									
07:30	0	0	0	0	0	0	0	07:30	0	65	0	3	2	0	70	07:30	0	166	1	2	0	0	169	07:30	0	5	0	0	0	5									
07:45	0	0	0	0	0	0	0	07:45	0	46	0	0	1	0	47	07:45	0	195	0	5	1	0	201	07:45	0	12	0	1	0	13									
08:00	0	0	0	0	0	0	0	08:00	0	51	0	4	2	0	57	08:00	0	152	0	1	0	0	153	08:00	0	6	0	3	0	9									
08:15	0	0	0	0	0	0	0	08:15	0	63	0	0	2	0	65	08:15	1	166	0	2	0	0	169	08:15	0	9	0	0	1	10									
08:30	0	0	0	0	0	0	0	08:30	0	61	0	2	1	0	64	08:30	0	179	0	1	2	0	182	08:30	0	18	0	1	0	19									
08:45	0	0	0	0	0	0	0	08:45	0	41	0	0	0	0	41	08:45	0	149	0	3	1	0	153	08:45	0	7	0	0	0	7									
09:00	0	0	0	0	0	0	0	09:00	0	58	0	3	1	0	62	09:00	0	167	0	9	1	0	177	09:00	0	8	0	1	0	9									
09:15	0	0	0	0	0	0	0	09:15	0	50	0	1	0	0	51	09:15	0	163	0	3	1	0	167	09:15	0	10	0	1	0	11									
09:30	0	0	0	0	0	0	0	09:30	0	44	0	0	1	0	45	09:30	0	159	0	2	3	0	164	09:30	0	15	0	0	1	16									
09:45	0	0	0	0	0	0	0	09:45	0	47	0	3	3	0	53	09:45	0	202	1	5	0	0	208	09:45	0	6	0	4	0	10									
10:00	0	0	0	0	0	0	0	10:00	0	59	0	2	3	0	64	10:00	0	147	0	1	2	0	150	10:00	0	8	0	2	0	10									
10:15	0	0	0	0	0	0	0	10:15	0	65	0	2	2	0	69	10:15	0	201	0	5	0	0	206	10:15	0	12	0	1	0	13									
10:30	0	0	0	0	0	0	0	10:30	0	62	0	0	3	0	65	10:30	0	200	0	6	1	0	207	10:30	0	15	0	0	1	16									
10:45	0	0	0	0	0	0	0	10:45	0	67	0	0	1	0	68	10:45	0	184	0	2	0	0	186	10:45	0	16	0	0	1	17									
11:00	0	0	0	0	0	0	0	11:00	0	68	0	3	0	0	71	11:00	0	166	0	3	3	0	172	11:00	0	21	0	0	1	22									
11:15	0	0	0	0	0	0	0	11:15	0	73	0	2	0	0	75	11:15	0	162	0	2	2	0	166	11:15	0	10	0	1	1	12									
11:30	0	0	0	0	0	0	0	11:30	0	80	0	2	0	0	82	11:30	1	165	0	3	2	0	171	11:30	0	14	0	1	0	15									
11:45	0	0	0	0	0	0	0	11:45	0	75	0	1	0	0	76	11:45	0	170	0	2	1	0	173	11:45	0	13	0	0	1	14									
12:00	0	0	0	0	0	0	0	12:00	0	71	1	1	1	0	74	12:00	0	194	0	5	2	0	201	12:00	0	11	0	2	1	14									
12:15	0	0	0	0	0	0	0	12:15	0	81	0	0	1	0	82	12:15	0	176	0	2	1	0	179	12:15	0	9	0	0	1	10									
12:30	0	0	0	0	0	0	0	12:30	0	77	0	1	2	0	80	12:30	0	195	0	5	1	0	201	12:30	0	19	0	3	1	23									
12:45	0	0	0	0	0	0	0	12:45	0	61	0	0	1	0	62	12:45	0	165	0	2	1	0	168	12:45	0	24	0	2	1	27									
13:00	0	0	0	0	0	0	0	13:00	0	77	0	1	2	0	80	13:00	0	165	1	2	0	0	168	13:00	0	22	0	0	0	22									
13:15	0	0	0	0	0	0	0	13:15	0	71	0	2	1	0	74	13:15	0	179	0	8	4	0	191	13:15	0	17	0	1	0	18									
13:30	0	0	0	0	0	0	0	13:30	0	76	0	2	1	0	79	13:30	0	173	0	2	1	0	176	13:30	0	24	0	2	0	26									
13:45	0	0	0	0	0	0	0	13:45	0	60	0	0	0	0	60	13:45	0	161	0	1	0																		

19:00	0	0	0	0	0	0	0	0	19:00	0	63	0	0	0	0	63	19:00	0	99	0	0	0	0	0	99	19:00	0	16	0	1	0	0	17
19:15	0	0	0	0	0	0	0	0	19:15	0	74	0	0	0	0	74	19:15	0	99	0	1	1	1	0	101	19:15	0	12	0	0	0	0	12
19:30	0	0	0	0	0	0	0	0	19:30	0	43	0	0	0	0	43	19:30	1	65	1	0	0	0	0	67	19:30	0	14	0	0	0	0	14
19:45	0	0	0	0	0	0	0	0	19:45	0	52	0	0	0	0	52	19:45	1	86	0	0	1	1	0	88	19:45	0	11	0	0	0	0	11
20:00	0	0	0	0	0	0	0	0	20:00	0	51	0	0	0	0	51	20:00	0	57	1	1	0	0	0	59	20:00	0	17	0	0	0	0	17
20:15	0	0	0	0	0	0	0	0	20:15	0	58	0	0	0	0	58	20:15	0	72	0	0	0	0	0	72	20:15	0	10	0	0	0	0	10
20:30	0	0	0	0	0	0	0	0	20:30	0	53	0	0	0	0	53	20:30	0	69	0	1	0	0	0	70	20:30	0	14	0	0	0	0	14
20:45	0	0	0	0	0	0	0	0	20:45	0	34	0	0	0	0	34	20:45	2	51	0	0	0	0	0	53	20:45	0	15	0	0	1	0	16
21:00	0	0	0	0	0	0	0	0	21:00	0	31	0	0	0	0	31	21:00	0	71	0	0	0	0	0	71	21:00	0	12	0	0	0	0	12
21:15	0	0	0	0	0	0	0	0	21:15	0	40	0	0	0	0	40	21:15	0	40	0	0	0	0	0	40	21:15	0	11	0	0	0	0	11
21:30	0	0	0	0	0	0	0	0	21:30	0	27	0	0	0	0	27	21:30	0	38	0	0	0	0	0	38	21:30	0	5	0	0	0	0	5
21:45	0	0	0	0	0	0	0	0	21:45	0	33	0	0	1	0	34	21:45	0	50	0	0	0	0	0	50	21:45	0	8	0	0	0	0	8
22:00	0	0	0	0	0	0	0	0	22:00	1	22	0	0	0	0	23	22:00	0	33	0	0	0	0	0	33	22:00	0	3	0	0	0	0	3
22:15	0	0	0	0	0	0	0	0	22:15	0	17	0	0	0	0	17	22:15	1	28	0	0	0	0	0	29	22:15	0	3	0	0	0	0	3
22:30	0	0	0	0	0	0	0	0	22:30	2	11	0	0	0	0	13	22:30	0	12	0	0	0	0	0	12	22:30	0	3	0	0	0	0	3
22:45	0	0	0	0	0	0	0	0	22:45	0	10	0	0	0	0	10	22:45	0	18	0	0	0	0	0	18	22:45	0	2	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	23:00	1	16	0	0	0	0	17	23:00	0	22	0	0	0	0	0	22	23:00	0	2	0	0	0	0	2
23:15	0	0	0	0	0	0	0	0	23:15	0	6	0	0	0	0	6	23:15	0	14	0	0	0	0	0	14	23:15	0	3	0	0	1	0	4
23:30	0	0	0	0	0	0	0	0	23:30	0	7	0	0	0	0	7	23:30	0	13	0	0	0	0	0	13	23:30	0	1	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	23:45	0	7	0	0	1	0	8	23:45	0	6	0	0	0	0	0	6	23:45	0	1	0	0	0	0	1
Total	-	-	-	-	-	-	-	-	% of Total	9	3995	2	58	50	0	4114	Total	20	9673	34	166	64	0	0	9957	Total	2	898	0	33	17	1	951
% of Total	-	-	-	-	-	-	-	-	% of Total	0.2%	97.1%	0%	1.4%	1.2%	0%	100%	% of Total	0.2%	97.1%	0.3%	1.7%	0.6%	0%	100%	% of Total	0.2%	94.4%	0%	3.5%	1.8%	0.1%	100%	
% of Approach	0%	0%	0%	0%	0%	0%	0%	0%	% of Approach	29%	27.4%	5.6%	22.6%	38.2%	0%	27.4%	% of Approach	64.5%	66.4%	94.4%	64.6%	48.9%	0%	66.3%	% of Approach	6.5%	6.2%	0%	12.8%	13%	100%	6.3%	

From: SR 115 (Tandberg Tr)

To: SR 35/US 302 (Roosevelt Tr)

To: SR 115 (Tandberg Tr)

To: US 302 (Roosevelt Tr)

To: SR 35 (Tandberg Tr)

Period	Md	Car	Bus	SUT	Semis	Bicycle	Total	Period	Md	Car	Bus	SUT	Semis	Bicycle	Total	Period	Md	Car	Bus	SUT	Semis	Bicycle	Total	Period	Md	Car	Bus	SUT	Semis	Bicycle	Total
00:00	0	4	0	0	0	0	4	00:00	0	0	0	0	0	0	0	00:00	0	2	0	0	0	0	0	2	00:00	0	2	0	0	0	3
00:15	0	2	0	1	0	0	3	00:15	0	0	0	0	0	0	0	00:15	0	1	0	0	0	0	0	1	00:15	0	2	0	0	0	2
00:30	0	5	0	0	0	0	5	00:30	0	0	0	0	0	0	0	00:30	0	2	0	0	1	0	0	3	00:30	0	1	0	0	1	2
00:45	0	2	0	0	0	0	2	00:45	0	0	0	0	0	0	0	00:45	0	0	0	0	0	0	0	0	00:45	0	3	0	0	0	3
01:00	0	2	0	1	0	0	3	01:00	0	0	0	0	0	0	0	01:00	0	1	0	0	0	0	0	1	01:00	0	3	0	1	1	5
01:15	0	0	0	0	0	0	0	01:15	0	0	0	0	0	0	0	01:15	0	0	0	0	0	0	0	0	01:15	0	1	0	0	0	1
01:30	0	0	0	0	1	0	1	01:30	0	0	0	0	0	0	0	01:30	0	0	0	0	0	0	0	0	01:30	0	0	0	0	0	0
01:45	0	1	0	0	0	0	1	01:45	0	0	0	0	0	0	0	01:45	0	0	0	0	0	0	0	0	01:45	0	1	0	0	0	1
02:00	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	1	1
02:15	0	1	0	0	0	0	1	02:15	0	0	0	0	0	0	0	02:15	0	1	0	0	0	0	0	1	02:15	0	0	0	0	0	0
02:30	0	1	0	0	0	0	1	02:30	0	0	0	0	0	0	0	02:30	0	0	0	0	0	0	0	0	02:30	0	0	0	0	1	1
02:45	0	2	0	0	0	0	2	02:45	0	0	0	0	0	0	0	02:45	0	0	0	0	0	0	0	0	02:45	0	0	0	0	1	1
03:00	0	1	0	0	0	0	1	03:00	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0
03:15	0	0	0	1	0	0	1	03:15	0	0	0	0	0	0	0	03:15	0	1	0	0	0	0	0	1	03:15	0	2	0	0	0	2
03:30	0	1	0	1	1	0	3	03:30	0	0	0	0	0	0	0	03:30	0	3	0	1	0	0	0	4	03:30	0	0	0	0	0	0
03:45	0	4	0	0	0	0	4	03:45	0	0	0	0	0	0	0	03:45	0	2	0	1	0	0	0	3	03:45	0	0	0	0	0	0
04:00	0	1	0	0	0	0	1	04:00	0	0	0	0	0	0	0	04:00	0	4	0	0	0	0	0	4	04:00	0	1	0	0	0	1
04:15	0	1	0	0	0	0	1	04:15	0	0	0	0	0	0	0	04:15	0	0	0	0	0	0	0	0	04:15	0	0	0	0	1	1
04:30	0	6	0	0	0	0	6	04:30	0	0	0	0	0	0	0	04:30	0	0	0	0	0	0	0	0	04:30	0	2	0	0	0	2
04:45	0	12	0	0	1	0	13	04:45	0	0	0	0	0	0	0	04:45	0	5	0	0	0	0	0	5	04:45	0	9	0	1	0	10
05:00	0	7	0	0	0	0	7	05:00	0	0	0	0	0	0	0	05:00	0	6	0	1	0	0	0	7	05:00	0	9	0	1	1	11
05:15	0	12	0	1	1	0	14	05:15	0	0	0	0	0	0	0	05:15	0	10	0	0	0	0	0	10	05:15	0	7	0	1	0	8
05:30	0	19	0	2	1	0	22	05:30	0	0	0	0	0	0	0	05:30	0	12	0	0	0	0	0	12	05:30	0	9	0	1	0	10
05:45	0	20	0	0	0	0	20	05:45	0	0	0	0	0	0	0	05:45	0	13	0	0	0	0	0	13	05:45	0	11	0	1	1	13
06:00	0	18	0	1	0	0	19	06:00	0	0	0	0	0	0	0	06:00	0	25	0	0	0	0	0	25	06:00	0	8	0	1	1	10
06:15	0	23	0	1	1	0	25	06:15	0	0	0	0	0	0	0	06:15	0	23	0	0	0	0	0	23	06:15	0	24	0	1	2	27
06:30	0	24	0	6	0	0	30	06:30	0	0	0	0	0	0	0	06:30	0	16	0	6	0	0	0	22	06:30	0	11	0	2	2	15
06:45	0	43	0	1	1	0	45	06:45	0	0	0	0	0	0	0	06:45	0	28	0	0	0	0	0	28	06:45	0	30	0	2	2	34
07:00	0	52	0	1	0	0	53	07:00	0	0	0	0	0	0	0	07:00	0	22	0	0	0	0	0	22	07:00	0	38	0	1	1	40
07:15	0	40	0	3	2	0	45	07:15	0	0	0	0	0	0	0	07:15	0	25	0	0	0	0	0	25	07:15	0	34	0	2	1	37
07:30	0	60	0	1	1	0	62	07:30	0	0	0	0	0																		

14:30	0	85	0	0	0	0	85	14:30	0	0	0	0	0	0	0	0	85	14:30	0	30	0	1	0	0	31	14:30	0	59	0	0	3	0	62
14:45	0	69	0	0	0	0	69	14:45	0	0	0	0	0	0	0	0	69	14:45	0	26	0	4	0	0	30	14:45	0	53	0	2	1	0	56
15:00	0	97	0	1	0	0	98	15:00	0	0	0	0	0	0	0	0	98	15:00	1	33	0	2	0	0	36	15:00	0	56	0	1	3	0	60
15:15	1	95	0	3	0	0	99	15:15	0	0	0	0	0	0	0	0	99	15:15	0	22	0	1	0	0	23	15:15	0	51	1	3	0	0	55
15:30	0	95	0	2	0	0	97	15:30	0	0	0	0	0	0	0	0	97	15:30	0	36	0	1	0	0	37	15:30	0	73	0	2	0	0	75
15:45	0	98	0	0	0	0	98	15:45	0	0	0	0	0	0	0	0	98	15:45	0	25	0	2	0	0	27	15:45	0	75	0	1	1	0	77
16:00	0	89	0	2	0	0	91	16:00	0	0	0	0	0	0	0	0	91	16:00	0	36	0	0	0	0	36	16:00	1	59	0	2	2	0	64
16:15	0	82	0	0	1	0	83	16:15	0	0	0	0	0	0	0	0	83	16:15	0	28	0	0	0	0	28	16:15	0	61	0	2	2	0	65
16:30	0	40	0	1	0	0	41	16:30	0	0	0	0	0	0	0	0	41	16:30	0	2	0	0	0	0	2	16:30	0	12	0	0	1	0	13
16:45	0	26	0	0	0	0	26	16:45	0	0	0	0	0	0	0	0	26	16:45	0	3	0	0	0	0	3	16:45	0	18	0	0	0	0	18
17:00	0	12	0	0	0	0	12	17:00	0	0	0	0	0	0	0	0	12	17:00	0	3	0	0	0	0	3	17:00	0	6	0	1	0	0	7
17:15	0	78	0	1	1	0	80	17:15	0	0	0	0	0	0	0	0	80	17:15	0	15	0	1	0	0	16	17:15	0	41	0	2	1	0	44
17:30	0	122	0	0	1	0	123	17:30	0	0	0	0	0	0	0	0	123	17:30	0	23	0	0	0	0	23	17:30	0	55	0	5	0	0	60
17:45	0	153	0	0	1	0	154	17:45	0	0	0	0	0	0	0	0	154	17:45	0	22	0	1	0	0	23	17:45	0	82	0	0	0	0	82
18:00	0	87	0	0	1	0	88	18:00	0	0	0	0	0	0	0	0	88	18:00	0	32	0	1	0	0	33	18:00	1	51	0	1	1	0	54
18:15	2	76	0	1	0	0	79	18:15	0	0	0	0	0	0	0	0	79	18:15	0	14	0	0	0	0	14	18:15	1	52	0	2	1	1	57
18:30	0	86	0	0	0	0	86	18:30	0	0	0	0	0	0	0	0	86	18:30	0	16	0	0	0	0	16	18:30	0	44	0	3	0	0	47
18:45	1	80	0	1	0	0	82	18:45	0	0	0	0	0	0	0	0	82	18:45	0	9	0	0	0	0	9	18:45	0	25	0	0	1	0	26
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19:15	0	61	0	0	0	0	61	19:15	0	0	0	0	0	0	0	0	61	19:15	0	16	0	1	0	0	17	19:15	0	30	0	1	0	0	31
19:30	0	54	0	0	0	0	54	19:30	0	0	0	0	0	0	0	0	54	19:30	0	10	0	0	0	0	10	19:30	1	30	0	0	1	0	32
19:45	0	38	0	0	0	0	38	19:45	0	0	0	0	0	0	0	0	38	19:45	0	8	0	0	0	0	8	19:45	0	26	0	1	1	0	28
20:00	1	43	0	0	0	0	44	20:00	0	0	0	0	0	0	0	0	44	20:00	0	6	0	0	0	0	6	20:00	0	29	0	1	0	0	30
20:15	1	29	0	0	0	0	30	20:15	0	0	0	0	0	0	0	0	30	20:15	0	7	0	0	0	0	7	20:15	0	19	0	0	1	0	20
20:30	0	36	0	0	0	0	36	20:30	0	0	0	0	0	0	0	0	36	20:30	0	6	0	0	0	0	6	20:30	0	20	0	0	0	0	20
20:45	0	27	0	0	0	0	27	20:45	0	0	0	0	0	0	0	0	27	20:45	0	7	0	0	0	0	7	20:45	0	16	0	0	0	0	16
21:00	0	30	0	0	0	0	30	21:00	0	0	0	0	0	0	0	0	30	21:00	0	2	0	0	0	0	2	21:00	0	16	0	0	1	0	17
21:15	0	24	0	1	0	0	25	21:15	0	0	0	0	0	0	0	0	25	21:15	0	6	0	0	0	0	6	21:15	0	15	0	0	0	0	15
21:30	0	27	0	0	0	1	28	21:30	0	0	0	0	0	0	0	0	28	21:30	0	5	0	0	0	0	5	21:30	1	12	0	0	0	0	13
21:45	0	12	0	0	0	0	12	21:45	0	0	0	0	0	0	0	0	12	21:45	0	8	0	0	0	0	8	21:45	0	9	0	0	0	0	9
22:00	2	11	0	0	1	0	14	22:00	0	0	0	0	0	0	0	0	14	22:00	0	6	0	0	0	0	6	22:00	0	5	0	0	0	0	5
22:15	0	8	0	0	1	0	9	22:15	0	0	0	0	0	0	0	0	9	22:15	0	5	0	0	0	0	5	22:15	0	12	0	1	0	0	13
22:30	1	4	0	0	0	0	5	22:30	0	0	0	0	0	0	0	0	5	22:30	0	1	0	0	0	0	1	22:30	0	8	0	0	0	0	8
22:45	1	6	0	0	0	0	7	22:45	0	0	0	0	0	0	0	0	7	22:45	0	2	0	0	0	0	2	22:45	0	9	0	0	0	0	9
23:00	0	3	0	0	0	0	3	23:00	0	0	0	0	0	0	0	0	3	23:00	0	2	0	0	0	0	2	23:00	0	2	0	0	0	0	2
23:15	0	9	0	0	0	0	9	23:15	0	0	0	0	0	0	0	0	9	23:15	0	2	0	0	0	0	2	23:15	0	4	0	0	2	0	6
23:30	0	4	0	1	0	0	5	23:30	0	0	0	0	0	0	0	0	5	23:30	0	8	0	0	0	0	8	23:30	0	1	0	0	0	0	1
23:45	0	5	0	0	0	0	5	23:45	0	0	0	0	0	0	0	0	5	23:45	0	4	0	0	0	0	4	23:45	0	5	0	0	0	0	5
Total	12	4294	2	85	47	1	4441	Total	0	0	0	0	0	0	0	0	4441	Total	4	1588	0	46	5	0	1643	Total	8	2539	3	80	81	1	2712
% of Total	0.3%	96.7%	0%	1.9%	1.1%	0%	100%	% of Total	-	-	-	-	-	-	-	-	100%	% of Total	0.2%	96.7%	0%	2.8%	0.3%	0%	100%	% of Total	0.3%	93.6%	0.1%	2.9%	3%	0%	100%
% of Approach	50%	51%	40%	40.3%	35.3%	50%	50.5%	% of Approach	0%	0%	0%	0%	0%	0%	0%	0%	50%	% of Approach	16.7%	18.9%	0%	21.8%	3.8%	0%	18.7%	% of Approach	33.3%	30.2%	60%	37.9%	60.9%	50%	30.8%

From: US 302 (Roosevelt Tr)

To: SR 35/US 302 (Roosevelt Tr)

To: SR 115 (Tandberg Tr)

To: US 302 (Roosevelt Tr)

To: SR 35 (Tandberg Tr)

Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total
00:00	0	4	0	0	0	0	4	00:00	0	3	0	0	0	0	3	00:00	0	0	0	0	0	0	0	00:00	0	0	0	0	1	0	1
00:15	0	9	0	0	1	0	10	00:15	0	2	0	0	0	0	2	00:15	0	0	0	0	0	0	0	00:15	0	0	0	0	0	0	0
00:30	0	6	0	0	0	0	6	00:30	0	0	0	0	0	0	0	00:30	0	0	0	0	0	0	0	00:30	0	0	0	0	0	0	0
00:45	0	3	0	0	1	0	4	00:45	0	0	0	0	0	0	0	00:45	0	0	0	0	0	0	0	00:45	0	1	0	0	1	0	2
01:00	0	5	0	0	0	0	5	01:00	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0
01:15	0	3	0	0	0	0	3	01:15	0	0	0	0	0	0	0	01:15	0	0	0	0	0	0	0	01:15	0	2	0	0	0	0	2
01:30	0	8	0	0	0	0	8	01:30	0	0	0	0	0	0	0	01:30	0	0	0	0	0	0	0	01:30	0	0	0	0	0	0	0
01:45	0	2	0	0	0	0	2	01:45	0	0	0	0	0	0	0	01:45	0	0	0	0	0	0	0	01:45	0	0	0	0	0	0	0
02:00	0	5	0	0	0	2	7	02:00	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	02:00	0	0	0	0	1	0	1
02:15	0	2	0	0	0	0	2	02:15	0	1	0	0	0	0	1	02:15	0	0	0	0	0	0	0	02:15	0	1	0	0	0	0	1
02:30	0	5	0	1	0	0	6	02:30	0	1	0	0	0	0	1	02:30	0	0	0	0	0	0	0	02:30	0	1	0	0	0	0	1
02:45</																															

05:30	0	8	0	1	0	0	9	05:30	0	25	0	0	2	0	27	05:30	0	18	0	1	0	0	19	05:30	0	0	0	0	0	0	0	0	0	0
05:45	0	7	0	1	0	0	8	05:45	0	24	0	0	1	0	25	05:45	0	18	0	0	0	0	18	05:45	0	0	0	0	0	0	0	0	0	0
06:00	0	5	0	1	0	0	6	06:00	0	30	1	1	0	0	32	06:00	0	10	0	1	0	0	11	06:00	0	0	0	0	0	0	0	0	0	0
06:15	0	9	0	1	0	0	10	06:15	0	36	0	0	1	0	37	06:15	0	23	0	0	0	0	23	06:15	0	0	0	0	0	0	0	0	0	0
06:30	0	6	0	1	1	0	8	06:30	0	46	0	0	2	0	48	06:30	0	27	0	1	0	0	28	06:30	0	0	0	0	0	0	0	0	0	0
06:45	0	9	0	1	0	0	10	06:45	0	48	0	1	0	0	49	06:45	0	21	1	1	0	0	23	06:45	0	0	0	0	0	0	0	0	0	0
07:00	0	10	0	0	0	0	10	07:00	0	46	0	0	1	0	47	07:00	0	31	0	2	0	0	33	07:00	0	0	0	0	0	0	0	0	0	0
07:15	0	13	0	1	0	0	14	07:15	0	58	0	3	0	0	61	07:15	0	49	0	2	0	0	51	07:15	0	0	0	0	0	0	0	0	0	0
07:30	0	21	0	0	0	0	21	07:30	0	68	1	1	2	0	72	07:30	0	45	0	5	0	0	50	07:30	0	0	0	0	0	0	0	0	0	0
07:45	0	17	0	2	0	0	19	07:45	0	45	0	4	2	0	51	07:45	0	42	0	2	1	0	45	07:45	0	0	0	0	0	0	0	0	0	0
08:00	0	21	0	4	0	0	25	08:00	0	46	0	1	0	0	47	08:00	0	35	0	1	0	0	36	08:00	0	0	0	0	0	0	0	0	0	0
08:15	0	19	0	0	0	0	19	08:15	0	38	0	2	1	0	41	08:15	0	40	0	1	0	0	41	08:15	0	0	0	0	0	0	0	0	0	0
08:30	0	22	0	2	0	0	24	08:30	0	57	0	1	2	0	60	08:30	0	38	0	2	0	0	40	08:30	0	0	0	0	0	0	0	0	0	0
08:45	0	33	0	0	0	0	33	08:45	0	43	0	3	0	0	46	08:45	0	46	0	0	0	0	46	08:45	0	0	0	0	0	0	0	0	0	0
09:00	0	17	0	2	0	0	19	09:00	0	41	0	1	0	0	42	09:00	0	38	0	1	0	0	39	09:00	0	0	0	0	0	0	0	0	0	0
09:15	0	13	0	1	2	0	16	09:15	0	38	0	2	3	0	43	09:15	0	22	0	2	1	0	25	09:15	0	0	0	0	0	0	0	0	0	0
09:30	0	19	0	1	1	0	21	09:30	0	43	1	4	5	0	53	09:30	0	36	0	1	0	0	37	09:30	0	0	0	0	0	0	0	0	0	0
09:45	0	21	0	1	0	0	22	09:45	0	43	0	1	0	0	44	09:45	0	32	0	0	0	0	32	09:45	0	0	0	0	0	0	0	0	0	0
10:00	0	15	0	0	0	0	15	10:00	0	43	0	0	0	0	43	10:00	0	34	0	2	1	0	37	10:00	0	0	0	0	0	0	0	0	0	0
10:15	0	21	0	1	0	0	22	10:15	0	40	0	0	0	0	40	10:15	0	34	0	0	0	0	34	10:15	0	0	0	0	0	0	0	0	0	0
10:30	0	20	0	1	0	0	21	10:30	2	48	0	1	1	0	52	10:30	0	36	0	1	0	0	37	10:30	0	0	0	0	0	0	0	0	0	0
10:45	0	22	0	0	0	0	22	10:45	0	40	0	2	3	0	45	10:45	0	31	0	1	0	0	32	10:45	0	0	0	0	0	0	0	0	0	0
11:00	0	30	0	1	1	0	32	11:00	0	28	0	1	1	0	30	11:00	0	33	0	1	0	0	34	11:00	0	0	0	0	0	0	0	0	0	0
11:15	0	39	0	2	0	0	41	11:15	0	51	0	4	1	0	56	11:15	0	33	0	1	0	0	34	11:15	0	0	0	0	0	0	0	0	0	0
11:30	0	28	0	0	0	0	28	11:30	0	44	0	1	0	0	45	11:30	0	26	0	0	0	0	26	11:30	0	0	0	0	0	0	0	0	0	0
11:45	0	36	0	3	0	0	39	11:45	0	42	2	4	1	0	49	11:45	0	37	0	2	0	0	39	11:45	0	0	0	0	0	0	0	0	0	0
12:00	0	31	0	2	0	0	33	12:00	1	42	0	0	2	0	45	12:00	0	35	0	0	1	0	36	12:00	0	0	0	0	0	0	0	0	0	0
12:15	0	34	0	1	0	0	35	12:15	1	51	0	0	0	0	52	12:15	0	42	0	0	0	0	42	12:15	0	0	0	0	0	0	0	0	0	0
12:30	0	33	0	0	1	0	34	12:30	2	44	0	1	1	0	48	12:30	0	34	0	2	0	0	36	12:30	0	0	0	0	0	0	0	0	0	0
12:45	0	38	1	4	0	0	43	12:45	0	62	0	1	3	0	66	12:45	0	23	0	2	0	0	25	12:45	0	0	0	0	0	0	0	0	0	0
13:00	0	27	0	0	0	0	27	13:00	0	54	1	2	0	0	57	13:00	0	34	0	1	0	0	35	13:00	0	0	0	0	0	0	0	0	0	0
13:15	0	21	0	1	0	0	22	13:15	0	59	0	1	0	0	60	13:15	0	45	0	1	1	0	48	13:15	0	0	0	0	0	0	0	0	0	0
13:30	0	20	0	0	1	0	21	13:30	0	42	0	1	4	0	47	13:30	0	31	0	2	0	0	33	13:30	0	0	0	0	0	0	0	0	0	0
13:45	0	32	0	1	1	0	34	13:45	0	39	0	1	1	0	41	13:45	0	23	0	1	0	0	24	13:45	0	0	0	0	0	0	0	0	0	0
14:00	0	31	0	3	0	0	34	14:00	0	55	0	0	0	0	55	14:00	0	28	0	1	1	0	30	14:00	0	0	0	0	0	0	0	0	0	0
14:15	0	30	0	0	0	0	30	14:15	5	57	0	0	3	0	65	14:15	0	33	0	2	0	0	35	14:15	0	0	0	0	0	0	0	0	0	0
14:30	0	21	0	0	0	0	21	14:30	0	39	1	1	0	0	41	14:30	0	36	0	1	0	0	37	14:30	0	0	0	0	0	0	0	0	0	0
14:45	0	37	0	1	1	0	39	14:45	0	40	0	0	1	0	41	14:45	0	32	0	1	0	0	33	14:45	0	0	0	0	0	0	0	0	0	0
15:00	0	29	0	0	1	1	31	15:00	1	59	0	0	1	0	61	15:00	0	21	0	2	1	0	24	15:00	0	0	0	0	0	0	0	0	0	0
15:15	0	36	0	0	0	0	36	15:15	0	70	0	2	2	0	74	15:15	0	31	0	0	0	0	31	15:15	0	0	0	0	0	0	0	0	0	0
15:30	0	22	0	1	2	0	25	15:30	0	43	0	1	1	0	45	15:30	0	31	0	0	0	0	31	15:30	0	0	0	0	0	0	0	0	0	0
15:45	0	27	0	1	0	0	28	15:45	0	42	0	5	0	0	47	15:45	0	41	0	0	0	0	41	15:45	0	0	0	0	0	0	0	0	0	0
16:00	0	22	0	0	0	0	22	16:00	0	64	0	0	0	0	64	16:00	0	24	4	0	0	0	28	16:00	0	0	0	0	0	0	0	0	0	0
16:15	0	30	0	0	0	0	30	16:15	0	73	0	1	3	0	77	16:15	1	31	0	0	0	0	32	16:15	0	0	0	0	0	0	0	0	0	0
16:30	0	18	0	1	0	1	20	16:30	0	6	0	0	0	0	6	16:30	0	69	0	3	0	0	72	16:30	0	0	0	0	0	0	0	0	0	0
16:45	0	30	0	0	0	0	30	16:45	0	0	0	0	0	0	0	16:45	1	60	0	0	0	0	61	16:45	0	0	0	0	0	0	0	0	0	0
17:00	0	24	0	0	2	0	26	17:00	0	5	0	0	0	0	5	17:00	0	41	0	0	0	0	41	17:00	0	0	0	0	0	0	0	0	0	0
17:15	0	48	0	1	0	0	49	17:15	0	46	0	1	0	0	47	17:15	0	63	0	1	0	0	64	17:15	0	0	0	0	0	0	0	0	0	0
17:30	0	45	0	0	0	0	45	17:30	0	49	0	0	1	0	50	17:30	0	23	0	0	0	0	23	17:30	0	0	0	0	0	0	0	0	0	0
17:45	2	34	0	0	0	0	36	17:45	0	37	0	0	0	0	37	17:45	0	27	0	0	1	0	28	17:45	0	0	0	0	0	0	0	0	0	0
18:00	1	33	0	0	0	0	34	18:00	0	51	0	2	0	0	53	18:00	0	27	0	0	0	0	27	18:00	0	0	0	0	0	0	0	0	0	0
18:15	1	34	0	0	0	0	35	18:15	0	41	0	0	1	0	42	18:15	0	23	0	0	0	0	23	18:15	0	0	0	0	0	0	0	0	0	0
18:30	0	25	0	0																														

Movements

MAINE_DOT_TM - 00005250022 - Windham - Windham Mall Ent/Exit, SR 35/US 302 - Tuesday, July 23, 2024

From: SR 35/US 302 (Roosevelt Tr) (Northwest)										To: Windham Mall Ent/Exit										To: SR 35/US 302 (Roosevelt Tr) (Southeast)										To: Landing Rd									
To: SR 35/US 302 (Roosevelt Tr) (Northwest)																																							
Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total								
00:00	0	0	0	0	0	0	0	00:00	0	1	0	0	0	0	0	1	00:00	1	8	0	0	0	0	9	00:00	0	0	0	0	0	0								
00:15	0	0	0	0	0	0	0	00:15	0	2	0	0	0	0	2	00:15	0	11	0	0	0	0	11	00:15	0	0	0	0	0	0									
00:30	0	0	0	0	0	0	0	00:30	0	1	0	0	0	0	1	00:30	1	9	0	0	0	0	10	00:30	0	1	0	0	0	0									
00:45	0	0	0	0	0	0	0	00:45	0	1	0	0	0	0	1	00:45	0	5	0	1	0	0	6	00:45	0	0	0	0	0	0									
01:00	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	01:00	0	9	0	0	1	0	10	01:00	0	0	0	0	0	0									
01:15	0	0	0	0	0	0	0	01:15	0	0	0	0	0	0	0	01:15	0	6	0	0	1	0	7	01:15	0	1	0	0	0	0									
01:30	0	0	0	0	0	0	0	01:30	0	1	0	0	0	0	1	01:30	0	5	0	0	0	0	5	01:30	0	0	0	0	0	0									
01:45	0	0	0	0	0	0	0	01:45	0	0	0	0	0	0	0	01:45	0	2	0	0	0	0	2	01:45	0	1	0	0	0	0									
02:00	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	02:00	0	7	0	0	2	0	9	02:00	0	0	0	0	0	0									
02:15	0	0	0	0	0	0	0	02:15	0	0	0	0	0	0	0	02:15	0	5	0	0	0	0	5	02:15	0	0	0	0	0	0									
02:30	0	0	0	0	0	0	0	02:30	0	0	0	0	0	0	0	02:30	0	5	0	0	1	0	6	02:30	0	0	0	0	0	0									
02:45	0	0	0	0	0	0	0	02:45	0	0	0	0	0	0	0	02:45	0	11	0	0	0	0	11	02:45	0	0	0	0	0	0									
03:00	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	03:00	0	9	0	0	0	0	9	03:00	0	1	0	0	0	0									
03:15	0	0	0	0	0	0	0	03:15	0	0	0	0	0	0	0	03:15	0	10	0	0	0	0	10	03:15	0	0	0	0	0	0									
03:30	0	0	0	0	0	0	0	03:30	0	0	0	0	0	0	0	03:30	0	15	0	2	0	0	17	03:30	0	2	0	0	0	0									
03:45	0	0	0	0	0	0	0	03:45	0	0	0	0	0	0	0	03:45	0	15	0	2	0	0	17	03:45	0	1	0	0	0	0									
04:00	0	0	0	0	0	0	0	04:00	0	1	0	0	0	0	1	04:00	0	12	0	0	0	0	12	04:00	0	1	0	0	0	0									
04:15	0	0	0	0	0	0	0	04:15	0	0	0	0	0	0	0	04:15	0	29	0	0	0	0	29	04:15	0	1	0	0	0	0									
04:30	0	0	0	0	0	0	0	04:30	0	0	0	0	0	0	0	04:30	0	31	0	1	1	0	33	04:30	0	2	0	0	0	0									
04:45	0	0	0	0	0	0	0	04:45	0	0	0	0	0	0	0	04:45	0	25	0	2	0	0	27	04:45	0	8	0	0	0	0									
05:00	0	0	0	0	0	0	0	05:00	0	0	0	0	0	0	0	05:00	0	64	0	1	1	0	66	05:00	0	5	0	0	0	0									
05:15	0	0	0	0	0	0	0	05:15	0	0	0	0	0	0	0	05:15	0	87	0	0	0	0	87	05:15	0	4	0	0	1	0									
05:30	0	0	0	0	0	0	0	05:30	0	1	0	0	0	0	1	05:30	0	101	0	2	2	0	105	05:30	0	6	0	0	0	0									
05:45	0	0	0	0	0	0	0	05:45	0	1	0	0	0	0	1	05:45	0	132	0	1	0	0	133	05:45	0	5	0	0	0	0									
06:00	0	0	0	0	0	0	0	06:00	0	2	0	0	0	0	2	06:00	0	140	0	3	2	0	145	06:00	0	5	0	0	0	0									
06:15	0	0	0	0	0	0	0	06:15	0	2	0	0	0	0	2	06:15	0	157	0	3	1	0	161	06:15	0	10	0	0	0	0									
06:30	0	0	0	0	0	0	0	06:30	0	4	0	0	0	0	4	06:30	0	159	0	1	1	0	161	06:30	0	7	0	1	0	0									
06:45	0	0	0	0	0	0	0	06:45	0	2	0	0	0	0	2	06:45	0	197	0	2	0	0	199	06:45	0	14	0	1	0	0									
07:00	0	0	0	0	0	0	0	07:00	0	2	0	0	0	0	2	07:00	0	204	0	7	1	0	212	07:00	0	9	0	0	0	0									
07:15	0	0	0	0	0	0	0	07:15	0	5	0	0	0	0	5	07:15	0	257	1	2	1	0	261	07:15	0	17	0	2	0	0									
07:30	0	0	0	0	0	0	0	07:30	0	5	0	0	0	0	5	07:30	0	243	0	5	3	0	251	07:30	0	20	0	0	0	0									
07:45	0	0	0	0	0	0	0	07:45	0	10	0	0	0	0	10	07:45	1	220	0	6	2	0	229	07:45	0	19	0	0	0	0									
08:00	0	0	0	0	0	0	0	08:00	0	3	0	1	0	0	4	08:00	0	185	0	7	1	0	193	08:00	0	21	0	0	0	0									
08:15	0	0	0	0	0	0	0	08:15	0	8	0	0	0	0	8	08:15	0	216	0	2	3	0	221	08:15	0	35	0	1	0	0									
08:30	0	0	0	0	0	0	0	08:30	0	8	0	0	0	0	8	08:30	0	216	0	4	2	0	222	08:30	0	32	0	1	0	0									
08:45	0	0	0	0	0	0	0	08:45	0	9	0	0	0	0	9	08:45	0	193	0	4	0	0	197	08:45	0	27	0	1	0	0									
09:00	0	0	0	0	0	0	0	09:00	0	8	0	0	0	0	8	09:00	0	184	0	11	2	0	197	09:00	0	42	0	0	0	0									
09:15	0	0	0	0	0	0	0	09:15	0	10	0	0	0	0	10	09:15	0	184	0	2	3	0	189	09:15	0	39	0	0	0	0									
09:30	0	0	0	0	0	0	0	09:30	0	12	0	0	0	0	12	09:30	0	190	0	3	6	0	199	09:30	0	37	0	0	0	0									
09:45	0	0	0	0	0	0	0	09:45	0	23	0	0	0	0	23	09:45	0	187	0	8	2	0	197	09:45	0	38	0	0	0	0									
10:00	0	0	0	0	0	0	0	10:00	0	15	0	0	0	0	15	10:00	0	181	0	4	5	0	190	10:00	0	46	0	0	0	0									
10:15	0	0	0	0	0	0	0	10:15	0	20	0	0	0	0	20	10:15	0	213	0	8	3	0	224	10:15	0	32	0	1	0	0									
10:30	0	0	0	0	0	0	0	10:30	0	21	0	0	0	0	21	10:30	0	212	0	4	4	0	220	10:30	0	51	0	0	0	0									
10:45	0	0	0	0	0	0	0	10:45	0	18	0	0	0	0	18	10:45	0	199	0	2	5	0	206	10:45	0	52	0	1	0	0									
11:00	0	0	0	0	0	0	0	11:00	0	22	0	0	0	0	22	11:00	1	178	0	5	0	0	184	11:00	0	47	0	1	0	0									
11:15	0	0	0	0	0	0	0	11:15	0	30	0	0	0	0	30	11:15	0	192	0	4	3	0	199	11:15	0	57	1	1	0	0									
11:30	0	0	0	0	0	0	0	11:30	0	23	0	0	0	0	23	11:30	1	175	0	6	2	0	184	11:30	0	55	0	0	0	0									
11:45	0	0	0	0	0	0	0	11:45	0	24	0	0	0	0	24	11:45	0	192	0	2	3	0	197	11:45	0	53	0	1	0	0									
12:00	0	0	0	0	0	0	0	12:00	0	24	0	0	0	0	24	12:00	1	185	0	6	4	0	196	12:00	0	47	0	2	0	0									
12:15	0	0	0	0	0	0	0	12:15	0	22	0	0	0	0	22	12:15	0	200	0	1	4	0	205	12:15	0	34	0	2	1	0									
12:30	0	0	0	0	0	0	0	12:30	0	17	0	0	0	0	17	12:30	0	188	0	8	3	0	199	12:30	0	52	0	0	0	0									
12:45	0	0	0	0	0	0	0	12:45	0	26	0	0	0	0	26	12:45	0	175	0	5	3	0	183	12:45	0	60	0	0	0	0									
13:00	0	0	0	0	0	0	0	13:00	0	26	0	0	0	0	26	13:00	0	179	1	5	5	0	190	13:00	0	38	1	0	0	0									
13:15	0	0	0	0	0	0	0	13:15	0	15	0	0	0	0	15	13:15	0	177	0	8	1	0	186	13:15	0	45	0	3	0	0									
13:30	0	0	0	0	0	0	0	13:30	0	11	0	0	0	0	11	13:30	0	190	0	2	2	0	194	13:30	0	45	0	0	0	0									
13:45	0	0	0	0	0	0	0	13:45	0	20	0	0	0	0	20	13:45	0	178	0	1	1	0	180	13:45	0	51	0	0	1										

19:00	0	0	0	0	0	0	0	0	19:00	0	9	0	0	0	0	0	9	19:00	0	83	0	3	0	0	0	86	19:00	0	25	0	0	0	0	25
19:15	0	0	0	0	0	0	0	0	19:15	0	11	0	0	0	0	0	11	19:15	0	112	0	0	1	0	0	113	19:15	0	26	0	0	0	0	26
19:30	0	0	0	0	0	0	0	0	19:30	0	15	0	0	0	0	0	15	19:30	2	71	1	0	0	0	74	19:30	0	16	0	0	0	0	16	
19:45	0	0	0	0	0	0	0	0	19:45	0	6	0	0	0	0	0	6	19:45	0	91	0	1	1	0	93	19:45	0	23	0	0	0	0	23	
20:00	0	0	0	0	0	0	0	0	20:00	0	9	1	0	0	0	0	10	20:00	0	79	0	0	0	0	79	20:00	0	18	0	0	0	0	18	
20:15	0	0	0	0	0	0	0	0	20:15	0	8	0	0	0	0	0	8	20:15	0	78	0	0	0	0	78	20:15	1	16	0	0	0	0	17	
20:30	0	0	0	0	0	0	0	0	20:30	0	6	0	0	0	0	0	6	20:30	0	69	0	0	0	0	69	20:30	0	14	0	0	0	0	14	
20:45	0	0	0	0	0	0	0	0	20:45	0	4	0	0	0	0	0	4	20:45	0	55	0	0	1	0	56	20:45	0	8	0	0	0	0	8	
21:00	0	0	0	0	0	0	0	0	21:00	0	1	0	0	0	0	0	1	21:00	0	55	0	0	0	0	55	21:00	0	23	0	0	0	0	23	
21:15	0	0	0	0	0	0	0	0	21:15	0	4	0	0	0	0	0	4	21:15	0	50	0	0	0	0	50	21:15	0	13	0	0	0	0	13	
21:30	0	0	0	0	0	0	0	0	21:30	0	3	0	0	0	0	0	3	21:30	0	34	0	0	0	0	34	21:30	0	14	0	1	0	0	15	
21:45	0	0	0	0	0	0	0	0	21:45	0	2	0	0	0	0	0	2	21:45	1	63	0	0	1	0	65	21:45	0	17	0	0	0	0	17	
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	39	0	0	0	0	39	22:00	0	7	0	0	0	0	7	
22:15	0	0	0	0	0	0	0	0	22:15	0	1	0	0	0	0	0	1	22:15	0	34	0	0	0	0	34	22:15	0	12	0	0	0	0	12	
22:30	0	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0	0	22:30	0	17	0	0	0	0	17	22:30	0	5	0	1	0	0	6	
22:45	0	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0	22:45	0	17	0	0	0	0	17	22:45	0	7	0	0	0	0	7	
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	1	20	0	0	0	0	21	23:00	0	3	0	0	0	0	3	
23:15	0	0	0	0	0	0	0	0	23:15	0	1	0	0	0	0	0	1	23:15	0	14	0	1	0	0	15	23:15	0	0	0	0	0	0	0	
23:30	0	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0	0	23:30	0	18	0	0	0	0	18	23:30	0	3	0	0	0	0	3	
23:45	0	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0	0	23:45	2	9	0	0	1	0	12	23:45	0	0	0	0	0	0	0	
Total	-	-	-	-	-	-	-	-	Total	874	3	2	0	0	0	0	879	Total	31	10929	6	233	118	0	11317	Total	2	2208	3	29	3	3	2248	
% of Total	-	-	-	-	-	-	-	-	% of Total	0%	99.4%	0.3%	0.2%	0%	0%	0%	100%	% of Total	0.3%	96.6%	0.1%	2.1%	1%	0%	100%	% of Total	0.1%	98.2%	0.1%	1.3%	0.1%	0.1%	100%	
% of Approach	0%	0%	0%	0%	0%	0%	0%	0%	% of Approach	0%	6.2%	0.8%	0%	0%	0%	0%	6.1%	% of Approach	93.9%	78%	29%	50%	88.3%	97.5%	0%	78.4%	% of Approach	6.1%	15.8%	25%	11%	2.5%	100%	15.6%

From: Windham Mall Ent/Exit

From: SR 35/US 302 (Roosevelt Tr) (Northwest)									To: Windham Mall Ent/Exit									To: SR 35/US 302 (Roosevelt Tr) (Southeast)									To: Landing Rd								
Period	Md	Car	Bus	SUT	Semis	Bicycle	Total		Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total		Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total		Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	0	00:00	0	1	0	0	0	0	1	00:00	0	1	0	0	0	0	1	
00:15	0	0	0	0	0	0	0	0	00:15	0	0	0	0	0	0	0	0	0	00:15	0	4	0	0	0	0	4	00:15	0	0	0	0	0	0	0	
00:30	0	1	0	0	0	0	1	0	00:30	0	0	0	0	0	0	0	0	0	00:30	0	3	0	0	0	0	3	00:30	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	00:45	0	0	0	0	0	0	0	0	0	00:45	0	1	0	0	0	0	1	00:45	0	1	0	0	0	0	1	
01:00	0	1	0	0	0	0	1	0	01:00	0	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	01:15	0	0	0	0	0	0	0	0	0	01:15	0	1	0	0	0	0	1	01:15	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	01:30	0	0	0	0	0	0	0	0	0	01:30	0	1	0	0	0	0	1	01:30	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	01:45	0	0	0	0	0	0	0	0	0	01:45	0	1	0	0	0	0	1	01:45	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	02:15	0	0	0	0	0	0	0	0	0	02:15	0	0	0	0	0	0	0	02:15	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	02:30	0	0	0	0	0	0	0	0	0	02:30	0	0	0	0	0	0	0	02:30	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	02:45	0	0	0	0	0	0	0	0	0	02:45	0	0	0	0	0	0	0	02:45	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	
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03:30	0	0	0	0	0	0	0	0	03:30	0	0	0	0	0	0	0	0	0	03:30	0	0	0	0	0	0	0	03:30	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	03:45	0	0	0	0	0	0	0	0	0	03:45	0	1	0	1	0	0	2	03:45	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0	0	04:00	0	1	0	0	0	0	1	04:00	0	0	0	0	0	0	0	
04:15	0	0	0	0	0	0	0	0	04:15	0	0	0	0	0	0	0	0	0	04:15	0	0	0	0	0	0	0	04:15	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	04:30	0	0	0	0	0	0	0	0	0	04:30	0	0	0	0	0	0	0	04:30	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	04:45	0	0	0	0	0	0	0	0	0	04:45	0	0	0	0	0	0	0	04:45	0	1	0	0	0	0	1	
05:00	0	1	0	0	0	0	1	0	05:00	0	0	0	0	0	0	0	0	0	05:00	0	2	0	0	0	0	2	05:00	0	0	0	0	0	0	0	
05:15	0	0	0	0	0	0	0	0	05:15	0	0	0	0	0	0	0	0	0	05:15	0	1	0	0	0	0	1	05:15	0	0	0	0	0	0	0	
05:30	0	1	0	0	0	0	1	0	05:30	0	0	0	0	0	0	0	0	0	05:30	0	2	0	0	0	0	2	05:30	0	1	0	0	0	0	1	
05:45	0	0	0	0	0	0	0	0	05:45	0	0	0	0	0	0	0	0	0	05:45	0	5	0	0	0	0	5	05:45	0	0	0	0	0	0	0	
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06:15	0	0	0	0	0	0	0	0	06:15	0	0	0	0	0	0	0	0	0	06:15	0	9	0	0	0	0	9	06:15	0	4	0	0	0	0	4	
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06:45	0	3	0	0	0	0	3	0	06:45	0	0	0	0	0	0	0	0	0	06:45	0	17	1	0	1	0	19	06:45	0	3	0	0	0	0	3	
07:00	0	3	0	0	0	0	3	0	07:00	0	0	0	0	0	0	0	0	0	07:00	0	16	0	1												

14:30	0	30	0	0	0	0	0	30	14:30	0	0	0	0	0	0	0	0	14:30	0	70	0	0	0	0	0	70	14:30	0	29	0	0	0	0	29
14:45	0	18	0	0	0	0	0	18	14:45	0	0	0	0	0	0	0	0	14:45	0	65	0	1	0	0	0	66	14:45	0	25	0	0	0	0	25
15:00	0	24	0	0	0	0	0	24	15:00	0	0	0	0	0	0	0	0	15:00	0	57	0	0	0	0	0	57	15:00	0	39	0	0	1	0	40
15:15	0	19	0	0	0	0	0	19	15:15	0	0	0	0	0	0	0	0	15:15	0	59	0	1	0	0	0	60	15:15	0	34	0	0	0	0	34
15:30	0	25	0	0	0	0	0	25	15:30	0	0	0	0	0	0	0	0	15:30	0	56	0	0	0	0	0	56	15:30	0	24	0	0	0	0	24
15:45	0	12	0	0	0	0	0	12	15:45	0	0	0	0	0	0	0	0	15:45	0	58	0	1	1	0	0	60	15:45	0	31	0	0	0	0	31
16:00	0	26	0	0	0	0	0	26	16:00	0	0	0	0	0	0	0	0	16:00	0	58	0	0	0	0	0	58	16:00	0	21	0	0	0	0	21
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16:30	0	17	0	0	0	0	0	17	16:30	0	0	0	0	0	0	0	0	16:30	0	53	1	0	0	0	0	54	16:30	0	24	0	1	0	0	25
16:45	0	13	0	0	0	0	0	13	16:45	0	0	0	0	0	0	0	0	16:45	1	51	0	0	0	0	0	52	16:45	0	29	0	0	0	0	29
17:00	0	23	0	0	0	0	0	23	17:00	0	0	0	0	0	0	0	0	17:00	0	42	0	1	0	0	0	43	17:00	0	29	0	0	0	0	29
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17:45	0	24	0	0	0	0	0	24	17:45	0	0	0	0	0	0	0	0	17:45	0	59	0	0	0	0	0	59	17:45	0	28	0	0	0	0	28
18:00	0	12	0	0	0	0	0	12	18:00	0	0	0	0	0	0	0	0	18:00	1	67	0	0	0	0	0	68	18:00	0	26	0	0	0	0	26
18:15	0	19	1	0	0	0	0	20	18:15	0	0	0	0	0	0	0	0	18:15	1	50	0	0	0	0	0	51	18:15	0	15	0	0	0	0	15
18:30	0	12	0	0	0	0	0	12	18:30	0	0	0	0	0	0	0	0	18:30	0	57	0	0	0	0	0	57	18:30	0	13	0	0	0	0	13
18:45	0	12	0	0	0	0	0	12	18:45	0	0	0	0	0	0	0	0	18:45	0	52	0	0	0	0	0	52	18:45	0	15	0	0	0	0	15
19:00	0	12	0	0	0	0	0	12	19:00	0	0	0	0	0	0	0	0	19:00	0	55	0	0	0	0	0	55	19:00	0	17	0	0	0	0	17
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19:30	0	18	0	0	0	0	0	18	19:30	0	0	0	0	0	0	0	0	19:30	0	41	0	0	0	0	0	41	19:30	0	12	0	0	0	0	12
19:45	0	7	0	0	0	0	0	7	19:45	0	0	0	0	0	0	0	0	19:45	0	32	0	0	0	0	0	32	19:45	0	9	0	0	0	0	9
20:00	0	7	0	0	0	0	0	7	20:00	0	0	0	0	0	0	0	0	20:00	0	32	1	0	0	0	0	33	20:00	0	16	0	0	0	0	16
20:15	0	7	1	0	0	0	0	8	20:15	0	0	0	0	0	0	0	0	20:15	0	36	0	0	0	0	0	36	20:15	0	12	0	0	0	0	12
20:30	0	22	0	0	0	0	0	22	20:30	0	0	0	0	0	0	0	0	20:30	0	35	0	0	0	0	0	35	20:30	0	20	0	0	0	0	20
20:45	0	11	0	0	0	0	0	11	20:45	0	0	0	0	0	0	0	0	20:45	0	28	0	0	0	0	0	28	20:45	0	8	0	0	0	0	8
21:00	0	11	0	0	0	0	0	11	21:00	0	0	0	0	0	0	0	0	21:00	0	31	0	0	0	0	0	31	21:00	0	22	0	0	0	0	22
21:15	0	9	1	0	0	0	0	10	21:15	0	0	0	0	0	0	0	0	21:15	0	21	0	0	0	0	0	21	21:15	0	18	0	0	0	0	18
21:30	0	12	0	0	0	0	0	12	21:30	0	0	0	0	0	0	0	0	21:30	0	18	0	0	0	0	0	18	21:30	0	7	0	0	0	0	7
21:45	0	2	0	0	0	0	0	2	21:45	0	0	0	0	0	0	0	0	21:45	0	19	0	0	0	0	0	19	21:45	0	3	0	0	0	0	3
22:00	0	2	0	0	0	0	0	2	22:00	0	0	0	0	0	0	0	0	22:00	0	3	0	0	0	0	0	3	22:00	0	4	0	0	0	0	4
22:15	0	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0	0	22:15	0	2	0	0	0	0	0	2	22:15	0	4	0	0	0	0	4
22:30	0	1	0	0	0	0	0	1	22:30	0	0	0	0	0	0	0	0	22:30	0	3	0	0	0	0	0	3	22:30	0	2	0	0	0	0	2
22:45	0	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	23:00	0	7	0	0	0	0	0	7	23:00	0	1	0	0	0	0	1
23:15	0	1	0	0	0	0	0	1	23:15	0	1	0	0	0	0	0	0	23:15	0	4	0	0	0	0	0	4	23:15	0	1	0	0	0	0	1
23:30	0	1	0	0	0	0	0	1	23:30	0	0	0	0	0	0	0	0	23:30	0	2	0	0	0	0	0	2	23:30	0	0	0	0	0	0	0
23:45	0	1	0	0	0	0	0	1	23:45	0	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0	0	23:45	0	1	0	0	0	0	1
Total	1	859	5	4	1	0	0	870	Total	0	1	0	0	0	0	0	0	Total	3	2927	6	13	3	0	0	2952	Total	0	1160	0	6	1	0	1167
% of Total	0.1%	98.7%	0.6%	0.5%	0.1%	0%	0%	100%	% of Total	0%	100%	0%	0%	0%	0%	0%	0%	% of Total	0.1%	99.2%	0.2%	0.4%	0.1%	0%	100%	% of Total	0%	99.4%	0%	0.5%	0.1%	0%	100%	
% of Approach	25%	17.4%	45.5%	17.4%	20%	-	-	17.4%	% of Approach	0%	0%	0%	0%	0%	-	-	-	% of Approach	75%	59.2%	54.5%	56.5%	60%	-	59.2%	% of Approach	0%	23.4%	0%	26.1%	20%	-	23.4%	

From: SR 35/US 302 (Roosevelt Tr) (Southeast)

To: SR 35/US 302 (Roosevelt Tr) (Northwest)

To: Windham Mall Ent/Exit

To: SR 35/US 302 (Roosevelt Tr) (Southeast)

To: Landing Rd

Period	Md	Car	Bus	SUT	Semis	Bicycle	Total	Period	Md	Car	Bus	SUT	Semis	Bicycle	Total	Period	Md	Car	Bus	SUT	Semis	Bicycle	Total	Period	Md	Car	Bus	SUT	Semis	Bicycle	Total
00:00	0	6	0	0	0	0	6	00:00	0	2	0	0	0	0	2	00:00	0	0	0	0	0	0	0	00:00	0	1	0	0	0	0	1
00:15	0	11	0	1	1	0	13	00:15	0	3	0	0	0	0	3	00:15	0	0	0	0	0	0	0	00:15	0	0	0	0	0	0	0
00:30	0	14	0	0	0	0	14	00:30	0	2	0	0	0	0	2	00:30	0	0	0	0	0	0	0	00:30	0	1	0	0	0	0	1
00:45	0	3	0	0	0	0	3	00:45	0	2	0	0	0	0	2	00:45	0	0	0	0	0	0	0	00:45	0	0	0	0	0	0	0
01:00	0	5	0	0	1	0	6	01:00	0	2	0	0	0	0	2	01:00	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0
01:15	0	3	0	0	0	0	3	01:15	0	2	0	0	0	0	2	01:15	0	0	0	0	0	0	0	01:15	0	0	0	0	0	0	0
01:30	0	8	0	0	1	0	9	01:30	0	0	0	0	0	0	0	01:30	0	0	0	0	0	0	0	01:30	0	0	0	0	0	0	0
01:45	0	3	0	0	0	0	3	01:45	0	0	0	0	0	0	0	01:45	0	0	0	0	0	0	0	01:45	0	0	0	0	0	0	0
02:00	0	3	0	0	1	0	4	02:00	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0
02:15	0	2	0	0	0	0	2	02:15	0	1	0	0	0	0	1	02:15	0	0	0	0	0	0	0	02:15	0	0	0	0	0	0	0
02:30	0																														

05:30	0	4	0	0	0	0	4	05:30	0	1	0	0	0	0	1	05:30	0	3	0	0	0	0	3	05:30	0	0	0	0	0	0	0	0	0
05:45	0	5	0	0	0	0	5	05:45	0	0	0	0	0	0	0	05:45	0	9	0	0	1	0	10	05:45	0	0	0	0	0	0	0	0	0
06:00	0	7	0	1	1	0	9	06:00	0	0	0	0	0	0	0	06:00	0	6	0	0	0	0	6	06:00	0	0	0	0	0	0	0	0	0
06:15	0	10	0	0	1	0	11	06:15	0	3	0	1	0	0	4	06:15	0	3	0	0	0	0	3	06:15	0	0	0	0	0	0	0	0	0
06:30	0	8	0	1	0	0	9	06:30	0	4	0	1	0	0	5	06:30	0	13	0	0	0	0	13	06:30	0	0	0	0	0	0	0	0	0
06:45	0	21	0	1	1	0	23	06:45	0	11	0	0	0	0	11	06:45	0	13	0	0	0	0	13	06:45	0	0	0	0	0	0	0	0	0
07:00	0	21	0	1	0	0	22	07:00	0	3	0	0	0	0	3	07:00	0	17	0	0	0	0	17	07:00	0	0	0	0	0	0	0	0	0
07:15	0	13	0	1	0	0	14	07:15	0	11	0	0	0	0	11	07:15	0	23	0	0	0	0	23	07:15	0	0	0	0	0	0	0	0	0
07:30	0	21	0	3	0	0	24	07:30	0	5	0	0	0	0	5	07:30	0	12	0	0	0	0	12	07:30	0	0	0	0	0	0	0	0	0
07:45	0	26	0	3	1	0	30	07:45	0	6	0	0	0	0	6	07:45	0	20	0	0	0	0	20	07:45	0	0	0	0	0	0	0	0	0
08:00	0	18	0	0	0	0	18	08:00	0	13	0	1	0	0	14	08:00	0	28	0	0	0	0	28	08:00	0	0	0	0	0	0	0	0	0
08:15	0	19	0	1	0	0	20	08:15	0	6	0	0	0	0	6	08:15	0	26	0	0	0	0	26	08:15	0	0	0	0	0	0	0	0	0
08:30	0	32	0	0	0	0	32	08:30	0	17	0	0	0	0	17	08:30	0	21	0	0	1	0	22	08:30	0	0	0	0	0	0	0	0	0
08:45	0	21	0	2	0	1	24	08:45	0	10	0	0	0	0	10	08:45	0	28	0	1	1	0	30	08:45	0	0	0	0	0	0	0	0	0
09:00	0	27	0	1	0	0	28	09:00	0	14	0	0	1	0	15	09:00	0	23	0	1	0	0	24	09:00	0	0	0	0	0	0	0	0	0
09:15	0	40	1	0	0	0	41	09:15	0	20	0	0	0	0	20	09:15	0	18	0	1	0	0	19	09:15	0	0	0	0	0	0	0	0	0
09:30	0	35	0	1	0	0	36	09:30	0	16	0	0	0	0	16	09:30	0	16	0	1	0	0	17	09:30	0	0	0	0	0	0	0	0	0
09:45	0	41	0	0	0	0	41	09:45	0	24	0	0	0	0	24	09:45	0	29	0	0	0	0	29	09:45	0	0	0	0	0	0	0	0	0
10:00	0	33	0	2	0	0	35	10:00	0	18	0	0	0	0	18	10:00	0	26	0	0	0	0	26	10:00	0	0	0	0	0	0	0	0	0
10:15	0	32	0	1	0	0	33	10:15	0	22	0	0	0	0	22	10:15	0	33	0	0	0	0	33	10:15	0	0	0	0	0	0	0	0	0
10:30	0	40	0	1	0	0	41	10:30	0	30	0	0	0	0	30	10:30	0	35	0	0	0	0	35	10:30	0	0	0	0	0	0	0	0	0
10:45	0	48	0	0	0	0	48	10:45	0	28	0	0	0	0	28	10:45	0	43	0	0	0	0	43	10:45	0	0	0	0	0	0	0	0	0
11:00	0	56	0	0	0	0	56	11:00	0	27	0	0	0	0	27	11:00	0	39	0	0	1	0	40	11:00	0	0	0	0	0	0	0	0	0
11:15	0	53	0	1	0	0	54	11:15	0	37	0	0	0	0	37	11:15	0	34	0	0	0	0	34	11:15	0	0	0	0	0	0	0	0	0
11:30	0	62	0	0	0	0	62	11:30	0	29	0	0	0	0	29	11:30	0	44	0	2	0	0	46	11:30	0	0	0	0	0	0	0	0	0
11:45	0	55	0	1	0	0	56	11:45	0	32	0	0	0	0	32	11:45	0	43	0	0	0	0	43	11:45	0	0	0	0	0	0	0	0	0
12:00	0	67	0	1	0	0	68	12:00	0	45	0	0	0	0	45	12:00	0	51	0	2	0	0	53	12:00	0	0	0	0	0	0	0	0	0
12:15	0	59	0	0	0	0	59	12:15	0	32	0	0	0	0	32	12:15	1	48	0	0	0	0	49	12:15	0	0	0	0	0	0	0	0	0
12:30	0	56	0	0	2	0	58	12:30	0	33	0	1	0	0	34	12:30	0	61	0	0	0	0	61	12:30	0	0	0	0	0	0	0	0	0
12:45	0	45	0	0	0	0	45	12:45	0	37	0	0	0	0	37	12:45	0	37	0	0	0	0	37	12:45	0	0	0	0	0	0	0	0	0
13:00	1	57	0	2	0	0	60	13:00	0	30	0	0	0	0	30	13:00	0	48	0	0	0	0	48	13:00	0	0	0	0	0	0	0	0	0
13:15	0	64	0	1	0	0	65	13:15	0	34	0	0	0	0	34	13:15	0	57	0	1	0	0	58	13:15	0	0	0	0	0	0	0	0	0
13:30	0	59	0	0	1	0	60	13:30	0	26	0	0	0	0	26	13:30	0	51	0	1	0	0	52	13:30	0	0	0	0	0	0	0	0	0
13:45	0	56	0	1	0	0	57	13:45	0	32	0	0	0	0	32	13:45	0	39	0	0	0	0	39	13:45	0	0	0	0	0	0	0	0	0
14:00	0	54	0	1	0	0	55	14:00	0	28	0	0	0	0	28	14:00	0	44	0	0	0	0	44	14:00	0	0	0	0	0	0	0	0	0
14:15	0	49	0	0	0	0	49	14:15	0	35	0	0	0	0	35	14:15	0	48	0	0	0	0	48	14:15	0	0	0	0	0	0	0	0	0
14:30	0	59	0	0	0	0	59	14:30	0	36	0	0	0	0	36	14:30	0	34	0	1	0	0	35	14:30	0	0	0	0	0	0	0	0	0
14:45	1	48	0	2	0	0	51	14:45	0	37	0	1	0	0	38	14:45	0	32	0	0	0	0	32	14:45	0	0	0	0	0	0	0	0	0
15:00	0	62	0	1	0	0	63	15:00	0	35	0	1	0	0	36	15:00	0	39	0	1	1	0	41	15:00	0	0	0	0	0	0	0	0	0
15:15	0	64	0	0	0	0	64	15:15	0	31	0	0	0	0	31	15:15	0	33	0	0	0	0	33	15:15	0	0	0	0	0	0	0	0	0
15:30	2	62	0	0	0	0	64	15:30	0	24	0	0	0	0	24	15:30	0	43	0	0	0	0	43	15:30	0	0	0	0	0	0	0	0	0
15:45	0	65	0	0	0	0	65	15:45	0	31	0	0	0	0	31	15:45	0	36	0	0	0	0	36	15:45	0	0	0	0	0	0	0	0	0
16:00	0	65	0	0	0	0	65	16:00	0	25	0	0	0	0	25	16:00	0	39	0	0	0	0	39	16:00	0	0	0	0	0	0	0	0	0
16:15	0	56	0	0	1	0	57	16:15	0	26	0	0	0	0	26	16:15	0	27	0	0	0	0	27	16:15	0	0	0	0	0	0	0	0	0
16:30	0	69	0	0	0	0	69	16:30	0	25	0	0	0	0	25	16:30	0	32	0	1	0	0	33	16:30	0	0	0	0	0	0	0	0	0
16:45	0	75	0	0	0	0	75	16:45	0	25	0	0	0	0	25	16:45	1	22	0	0	0	0	23	16:45	0	0	0	0	0	0	0	0	0
17:00	0	59	0	0	0	0	59	17:00	0	22	0	0	0	0	22	17:00	0	33	0	0	0	0	33	17:00	0	0	0	0	0	0	0	0	0
17:15	0	57	0	0	0	0	57	17:15	0	24	0	0	0	0	24	17:15	0	29	0	0	0	0	29	17:15	0	0	0	0	0	0	0	0	0
17:30	0	67	0	0	0	0	67	17:30	0	21	0	0	0	0	21	17:30	0	25	0	0	0	0	25	17:30	0	0	0	0	0	0	0	0	0
17:45	0	49	0	0	0	0	49	17:45	0	32	0	0	0	0	32	17:45	0	33	0	0	0	0	33	17:45	0	0	0	0	0	0	0	0	0
18:00	0	56	0	0	0	0	56	18:00	0	24	0	0	0	0	24	18:00	0	28	0	0	0	0	28	18:00	0	0	0	0	0	0	0	0	0
18:15	0	41	0	1	0	0	42	18:15	0	25	0	0	0	0	25	18:15	0	19	0	1	0	0	20	18:15	0	0	0	0	0	0	0	0	0
18:30	0	34	0	0	0	0	34	18:30	0	26	0	0	0	0	26	18:30	1	32	0	0	0	0	33	18:30	0	0	0	0	0	0	0	0	0
18:45	0	32	0	0	0	0	32	18:45	0	20	0	0	0	0	20	18:45	0	26	0														

Movements

MAINE_DOT_TM - 00005250012 - Windham - Anglers Rd, SR 35/US 302 (Roosevelt - Tuesday, July 23, 2024

From: SR 35/US 302 (Roosevelt Tr) (North)										To: Anglers Rd										To: SR 35/US 302 (Roosevelt Tr) (South)										To: Whites Bridge Rd									
To: SR 35/US 302 (Roosevelt Tr) (North)																																							
Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total								
00:00	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	00:00	0	6	0	0	0	0	0	6	00:00	0	1	0	0	0	0	1							
00:15	0	0	0	0	0	0	0	00:15	0	0	0	0	0	0	0	00:15	0	7	0	0	0	0	0	7	00:15	0	0	0	0	0	0	0							
00:30	0	0	0	0	0	0	0	00:30	0	0	0	0	0	0	0	00:30	0	7	0	0	0	0	0	7	00:30	0	1	0	0	0	0	1							
00:45	0	0	0	0	0	0	0	00:45	0	1	0	0	0	0	1	00:45	0	5	0	1	1	0	0	7	00:45	0	0	0	0	0	0	0							
01:00	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	01:00	0	2	0	0	0	0	0	2	01:00	0	0	0	0	0	0	0							
01:15	0	0	0	0	0	0	0	01:15	0	0	0	0	0	0	0	01:15	0	5	0	0	0	0	0	5	01:15	0	0	0	0	0	0	0							
01:30	0	0	0	0	0	0	0	01:30	0	0	0	0	0	0	0	01:30	0	5	0	0	0	0	0	5	01:30	0	0	0	0	0	0	0							
01:45	0	0	0	0	0	0	0	01:45	0	0	0	0	0	0	0	01:45	0	3	0	0	0	0	0	3	01:45	0	0	0	0	0	0	0							
02:00	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	02:00	0	7	0	0	1	0	0	8	02:00	0	0	0	0	0	0	0							
02:15	0	0	0	0	0	0	0	02:15	0	0	0	0	0	0	0	02:15	0	2	0	0	0	0	0	2	02:15	0	0	0	0	0	0	0							
02:30	0	0	0	0	0	0	0	02:30	0	0	0	0	0	0	0	02:30	0	2	0	0	0	0	0	2	02:30	0	0	0	0	0	0	0							
02:45	0	0	0	0	0	0	0	02:45	0	0	0	0	0	0	0	02:45	0	10	0	0	0	0	0	10	02:45	0	1	0	0	0	0	1							
03:00	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	03:00	0	9	0	0	0	0	0	9	03:00	0	0	0	0	0	0	0							
03:15	0	0	0	0	0	0	0	03:15	0	0	0	0	0	0	0	03:15	0	10	0	0	0	0	0	10	03:15	0	3	0	0	0	0	3							
03:30	0	0	0	0	0	0	0	03:30	0	0	0	0	0	0	0	03:30	0	13	0	1	0	0	0	14	03:30	0	0	0	0	0	0	0							
03:45	0	0	0	0	0	0	0	03:45	0	0	0	0	0	0	0	03:45	0	19	0	2	0	0	0	21	03:45	0	0	0	0	0	0	0							
04:00	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	04:00	0	17	0	0	0	0	0	17	04:00	0	0	0	0	0	0	0							
04:15	0	0	0	0	0	0	0	04:15	0	0	0	0	0	0	0	04:15	0	25	0	0	0	0	0	25	04:15	0	0	0	0	0	0	0							
04:30	0	0	0	0	0	0	0	04:30	0	0	0	0	0	0	0	04:30	0	29	0	0	1	0	0	30	04:30	0	1	0	0	0	0	1							
04:45	0	0	0	0	0	0	0	04:45	0	1	0	0	0	0	1	04:45	0	41	0	0	1	0	0	42	04:45	0	0	0	0	0	0	0							
05:00	0	0	0	0	0	0	0	05:00	0	0	0	0	0	0	0	05:00	0	74	0	1	0	0	0	75	05:00	0	1	0	0	0	0	1							
05:15	0	0	0	0	0	0	0	05:15	0	0	0	0	0	0	0	05:15	0	73	0	1	1	0	0	75	05:15	0	3	0	0	0	0	3							
05:30	0	0	0	0	0	0	0	05:30	0	0	0	0	0	0	0	05:30	0	102	0	1	2	0	0	105	05:30	0	3	0	0	0	0	3							
05:45	0	0	0	0	0	0	0	05:45	0	1	0	0	0	0	1	05:45	0	135	0	1	0	0	0	136	05:45	0	2	0	0	0	0	2							
06:00	0	0	0	0	0	0	0	06:00	0	0	0	0	0	0	0	06:00	0	129	0	2	1	0	0	132	06:00	0	1	0	0	0	0	1							
06:15	0	0	0	0	0	0	0	06:15	0	0	0	0	0	0	0	06:15	0	163	0	4	1	0	0	168	06:15	0	7	0	0	0	0	7							
06:30	0	0	0	0	0	0	0	06:30	0	0	0	0	0	0	0	06:30	0	184	0	1	1	0	0	186	06:30	0	7	0	0	0	0	7							
06:45	0	0	0	0	0	0	0	06:45	0	0	0	0	0	0	0	06:45	0	196	1	4	0	0	0	201	06:45	0	7	0	0	0	0	7							
07:00	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	07:00	0	213	0	9	0	0	0	222	07:00	0	6	0	0	0	0	6							
07:15	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	07:15	0	272	1	3	0	0	0	276	07:15	0	5	0	0	0	0	5							
07:30	0	0	0	0	0	0	0	07:30	0	1	0	0	0	0	1	07:30	1	231	0	3	0	0	0	235	07:30	0	13	0	0	0	0	13							
07:45	0	0	0	0	0	0	0	07:45	0	3	0	0	0	0	3	07:45	1	220	0	5	2	0	0	228	07:45	0	12	0	0	0	0	12							
08:00	0	0	0	0	0	0	0	08:00	0	1	0	0	0	0	1	08:00	0	192	0	4	2	0	0	198	08:00	0	11	0	0	0	0	11							
08:15	0	0	0	0	0	0	0	08:15	0	1	0	0	0	0	1	08:15	0	225	0	2	3	0	0	230	08:15	0	11	0	0	0	0	11							
08:30	0	0	0	0	0	0	0	08:30	0	2	0	0	0	0	2	08:30	0	227	0	2	0	0	0	229	08:30	0	16	0	0	0	0	16							
08:45	0	0	0	0	0	0	0	08:45	0	5	0	0	0	0	5	08:45	0	219	0	7	0	0	0	226	08:45	0	11	0	0	0	0	11							
09:00	0	0	0	0	0	0	0	09:00	0	4	0	0	0	0	4	09:00	0	207	0	7	4	0	0	218	09:00	0	7	0	0	0	0	7							
09:15	0	0	0	0	0	0	0	09:15	0	1	0	0	0	0	1	09:15	0	206	0	2	4	0	0	212	09:15	0	8	0	1	0	0	9							
09:30	0	0	0	0	0	0	0	09:30	0	3	0	0	0	0	3	09:30	0	221	0	2	5	0	0	228	09:30	0	9	0	0	0	0	9							
09:45	0	0	0	0	0	0	0	09:45	0	0	0	0	0	0	0	09:45	0	221	1	8	2	0	0	232	09:45	0	13	0	0	0	0	13							
10:00	0	0	0	0	0	0	0	10:00	0	1	0	0	0	0	1	10:00	0	206	0	6	5	0	0	217	10:00	0	12	0	1	0	0	13							
10:15	0	0	0	0	0	0	0	10:15	0	0	0	0	0	0	0	10:15	0	252	0	10	2	0	0	264	10:15	0	13	0	0	0	0	13							
10:30	0	0	0	0	0	0	0	10:30	0	1	0	0	0	0	1	10:30	0	259	0	5	5	0	0	269	10:30	0	12	0	0	0	0	12							
10:45	0	0	0	0	0	0	0	10:45	0	1	0	0	0	0	1	10:45	0	256	0	1	3	0	0	260	10:45	0	10	0	0	0	0	10							
11:00	0	0	0	0	0	0	0	11:00	0	2	0	0	0	0	2	11:00	1	234	0	8	0	0	0	243	11:00	0	10	0	0	0	0	10							
11:15	0	0	0	0	0	0	0	11:15	0	1	0	0	0	0	1	11:15	0	248	1	5	2	0	0	256	11:15	0	3	0	0	0	0	3							
11:30	0	0	0	0	0	0	0	11:30	0	2	0	0	0	0	2	11:30	1	228	0	4	2	0	0	235	11:30	0	21	0	0	0	0	21							
11:45	0	0	0	0	0	0	0	11:45	0	4	0	0	0	0	4	11:45	0	264	0	4	3	0	0	271	11:45	0	8	0	0	0	0	8							
12:00	0	0	0	0	0	0	0	12:00	0	1	0	0	0	0	1	12:00	2	230	0	4	3	0	0	239	12:00	0	7	0	0	0	0	7							
12:15	0	0	0	0	0	0	0	12:15	0	0	0	0	0	0	0	12:15	0	262	0	3	3	0	0	268	12:15	0	11	0	0	0	0	11							
12:30	0	0	0	0	0	0	0	12:30	0	4	0	0	0	0	4	12:30	0	195	0	4	1	0	0	200	12:30	0	15	0	0	0	0	15							
12:45	0	0	0	0	0	0	0	12:45	0	4	0	0	0	0	4	12:45	0	220	0	5	2	0	0	227	12:45	0	10	0	0	0	0	10							
13:00	0	0	0	0	0	0	0	13:00	0	1	0	0	0	0	1	13:00	0	216	1	7	6	0	0	230	13:00	0	9	0	3	0	0	12							
13:15	0	0	0	0	0																																		

19:00	0	0	0	0	0	0	0	0	19:00	0	5	0	0	0	0	0	5	19:00	0	107	0	2	0	0	0	109	19:00	0	12	0	0	0	0	12
19:15	0	0	0	0	0	0	0	0	19:15	0	5	0	0	0	0	0	5	19:15	0	108	0	0	1	0	0	109	19:15	0	3	0	0	0	0	3
19:30	0	0	0	0	0	0	0	0	19:30	0	1	0	0	0	0	0	1	19:30	1	77	1	0	0	0	79	19:30	0	7	0	0	0	0	7	
19:45	0	0	0	0	0	0	0	0	19:45	0	1	0	0	0	0	0	1	19:45	0	86	1	1	1	0	89	19:45	0	6	0	0	0	0	6	
20:00	0	0	0	0	0	0	0	0	20:00	0	2	0	0	0	0	0	2	20:00	0	73	0	0	0	0	73	20:00	0	9	0	0	0	0	9	
20:15	0	0	0	0	0	0	0	0	20:15	0	1	0	0	0	0	0	1	20:15	0	71	0	0	0	0	71	20:15	0	4	0	0	0	0	4	
20:30	0	0	0	0	0	0	0	0	20:30	0	1	0	0	0	0	0	1	20:30	0	72	0	0	1	0	73	20:30	0	6	0	0	0	0	6	
20:45	0	0	0	0	0	0	0	0	20:45	0	2	0	0	0	0	0	2	20:45	0	43	0	0	0	0	43	20:45	0	1	0	0	0	0	1	
21:00	0	0	0	0	0	0	0	0	21:00	0	0	0	0	0	0	0	0	21:00	0	64	0	0	0	0	64	21:00	0	2	0	0	0	0	2	
21:15	0	0	0	0	0	0	0	0	21:15	0	0	0	0	0	0	0	0	21:15	0	42	0	0	0	0	42	21:15	0	3	0	0	0	0	3	
21:30	0	0	0	0	0	0	0	0	21:30	0	0	0	0	0	0	0	0	21:30	0	36	0	0	0	0	36	21:30	0	0	0	0	0	0	0	
21:45	0	0	0	0	0	0	0	0	21:45	0	2	0	0	0	0	0	2	21:45	0	41	0	0	1	0	42	21:45	0	0	0	0	0	0	0	
22:00	0	0	0	0	0	0	0	0	22:00	0	0	0	0	0	0	0	0	22:00	0	26	0	0	0	0	26	22:00	0	0	0	0	0	0	0	
22:15	0	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0	0	22:15	0	26	0	0	0	0	26	22:15	0	2	0	0	0	0	2	
22:30	0	0	0	0	0	0	0	0	22:30	0	1	0	0	0	0	0	1	22:30	0	12	0	0	0	0	12	22:30	0	1	0	0	0	0	1	
22:45	0	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0	22:45	0	21	0	0	0	0	21	22:45	0	1	0	0	0	0	1	
23:00	0	0	0	0	0	0	0	0	23:00	0	1	0	0	0	0	0	1	23:00	0	13	0	0	0	0	13	23:00	0	1	0	0	0	0	1	
23:15	0	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0	0	23:15	0	13	0	1	0	0	14	23:15	0	1	0	0	0	0	1	
23:30	0	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0	0	23:30	0	9	0	0	0	0	9	23:30	0	1	0	0	0	0	1	
23:45	0	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0	0	23:45	0	6	0	0	1	0	7	23:45	0	0	0	0	0	0	0	
Total	-	-	-	-	-	-	-	-	Total	156	0	2	0	0	0	0	158	Total	16	12046	14	221	107	2	12406	Total	2	650	0	11	1	0	664	
% of Total	-	-	-	-	-	-	-	-	% of Total	0%	98.7%	0%	1.3%	0%	0%	0%	100%	% of Total	0.1%	97.1%	0.1%	1.8%	0.9%	0%	100%	% of Total	0.3%	97.9%	0%	1.7%	0.2%	0%	100%	
% of Approach	0%	0%	0%	0%	0%	0%	0%	0%	% of Approach	0%	1.2%	0%	0.9%	0%	0%	0%	1.2%	% of Approach	88.9%	93.7%	100%	94.4%	99.1%	100%	93.8%	% of Approach	11.1%	5.1%	0%	4.7%	0.9%	0%	5%	

From: Anglers Rd

To: SR 35/US 302 (Roosevelt Tr) (North)									To: Anglers Rd									To: SR 35/US 302 (Roosevelt Tr) (South)									To: Whites Bridge Rd								
Period	Md	Car	Bus	SUT	Semis	Bicycle	Total		Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total		Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total		Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	
00:00	0	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	0	0	00:00	0	1	0	0	0	0	1	00:00	0	0	0	0	0	0	0	
00:15	0	0	0	0	0	0	0	0	00:15	0	0	0	0	0	0	0	0	0	00:15	0	1	0	0	0	0	1	00:15	0	0	0	0	0	0	0	
00:30	0	0	0	0	0	0	0	0	00:30	0	0	0	0	0	0	0	0	0	00:30	0	0	0	0	0	0	0	00:30	0	0	0	0	0	0	0	
00:45	0	0	0	0	0	0	0	0	00:45	0	0	0	0	0	0	0	0	0	00:45	0	0	0	0	0	0	0	00:45	0	0	0	0	0	0	0	
01:00	0	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	0	0	01:00	0	1	0	0	0	0	1	01:00	0	0	0	0	0	0	0	
01:15	0	0	0	0	0	0	0	0	01:15	0	0	0	0	0	0	0	0	0	01:15	0	0	0	0	0	0	0	01:15	0	0	0	0	0	0	0	
01:30	0	0	0	0	0	0	0	0	01:30	0	0	0	0	0	0	0	0	0	01:30	0	0	0	0	0	0	0	01:30	0	0	0	0	0	0	0	
01:45	0	0	0	0	0	0	0	0	01:45	0	0	0	0	0	0	0	0	0	01:45	0	0	0	0	0	0	0	01:45	0	0	0	0	0	0	0	
02:00	0	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	0	0	02:00	0	1	0	0	0	0	1	02:00	0	0	0	0	0	0	0	
02:15	0	0	0	0	0	0	0	0	02:15	0	0	0	0	0	0	0	0	0	02:15	0	0	0	0	0	0	0	02:15	0	0	0	0	0	0	0	
02:30	0	0	0	0	0	0	0	0	02:30	0	0	0	0	0	0	0	0	0	02:30	0	0	0	0	0	0	0	02:30	0	0	0	0	0	0	0	
02:45	0	0	0	0	0	0	0	0	02:45	0	0	0	0	0	0	0	0	0	02:45	0	0	0	0	0	0	0	02:45	0	0	0	0	0	0	0	
03:00	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	
03:15	0	0	0	0	0	0	0	0	03:15	0	0	0	0	0	0	0	0	0	03:15	0	1	0	0	0	0	1	03:15	0	0	0	0	0	0	0	
03:30	0	0	0	0	0	0	0	0	03:30	0	0	0	0	0	0	0	0	0	03:30	0	1	0	0	0	0	1	03:30	0	0	0	0	0	0	0	
03:45	0	0	0	0	0	0	0	0	03:45	0	0	0	0	0	0	0	0	0	03:45	0	0	0	0	0	0	0	03:45	0	0	0	0	0	0	0	
04:00	0	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	0	0	04:00	0	1	0	0	0	0	1	04:00	0	1	0	0	0	0	1	
04:15	0	0	0	0	0	0	0	0	04:15	0	0	0	0	0	0	0	0	0	04:15	0	2	0	0	0	0	2	04:15	0	0	0	0	0	0	0	
04:30	0	0	0	0	0	0	0	0	04:30	0	0	0	0	0	0	0	0	0	04:30	0	5	0	0	0	0	5	04:30	0	0	0	0	0	0	0	
04:45	0	0	0	0	0	0	0	0	04:45	0	0	0	0	0	0	0	0	0	04:45	0	3	0	0	0	0	3	04:45	0	0	0	0	0	0	0	
05:00	0	0	0	0	0	0	0	0	05:00	0	0	0	0	0	0	0	0	0	05:00	0	1	0	0	0	0	1	05:00	0	0	0	0	0	0	0	
05:15	0	1	0	0	0	0	0	0	05:15	0	0	0	0	0	0	0	0	0	05:15	0	3	0	0	0	0	3	05:15	0	0	0	0	0	0	0	
05:30	0	0	0	0	0	0	0	0	05:30	0	0	0	0	0	0	0	0	0	05:30	0	4	0	0	0	0	4	05:30	0	0	0	0	0	0	0	
05:45	0	1	0	0	0	0	0	0	05:45	0	0	0	0	0	0	0	0	0	05:45	0	6	0	0	0	0	6	05:45	0	0	0	0	0	0	0	
06:00	0	1	0	1	0	0	0	0	06:00	0	0	0	0	0	0	0	0	0	06:00	0	9	0	0	0	0	9	06:00	0	1	0	0	0	0	1	
06:15	0	2	0	0	0	0	0	0	06:15	0	0	0	0	0	0	0	0	0	06:15	0	7	0	0	0	0	7	06:15	0	0	0	0	0	0	0	
06:30	0	1	0	0	0	0	0	0	06:30	0	0	0	0	0	0	0	0	0	06:30	0	10	0	0	0	0	10	06:30	0	1	0	0	0	0	1	
06:45	0	1	0	0	0	0	0	0	06:45	0	0	0	0	0	0	0	0	0	06:45	0	10	0	0	0	0	10	06:45	0	0	0	0	0	0	0	
07:00	0	1	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0	0	07:00	0	13	0	0	0	0	13	07:00	0	1	0					

14:30	0	5	0	0	0	0	0	5	14:30	0	0	0	0	0	0	0	0	15	14:30	0	1	0	0	0	0	0	1
14:45	0	2	0	0	0	0	0	2	14:45	0	0	0	0	0	0	0	0	19	14:45	0	0	0	0	0	0	0	0
15:00	0	2	0	0	0	0	0	2	15:00	0	0	0	0	0	0	0	0	18	15:00	0	5	0	0	0	0	0	5
15:15	0	3	0	0	0	0	0	3	15:15	0	0	0	0	0	0	0	0	16	15:15	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	15:30	0	0	0	0	0	0	0	0	11	15:30	0	2	0	0	0	0	0	2
15:45	0	8	0	0	0	0	0	8	15:45	0	0	0	0	0	0	0	0	14	15:45	0	2	0	0	0	0	0	2
16:00	0	4	0	0	0	0	0	4	16:00	0	0	0	0	0	0	0	0	13	16:00	0	2	0	0	0	0	0	2
16:15	0	4	0	0	0	0	0	4	16:15	0	0	0	0	0	0	0	0	17	16:15	0	1	0	0	0	0	0	1
16:30	0	9	0	0	0	0	0	9	16:30	0	0	0	0	0	0	0	0	10	16:30	0	2	0	0	0	0	0	2
16:45	0	4	0	0	0	0	0	4	16:45	0	0	0	0	0	0	0	0	10	16:45	0	1	0	0	0	0	0	1
17:00	0	2	0	0	0	0	0	2	17:00	0	0	0	0	0	0	0	0	19	17:00	0	2	0	0	0	0	0	2
17:15	0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	1	13	17:15	0	3	0	0	0	0	0	3
17:30	0	3	0	0	0	0	0	3	17:30	0	0	0	0	0	0	0	0	13	17:30	0	1	0	0	0	0	0	1
17:45	0	3	0	0	0	0	0	3	17:45	0	0	0	0	0	0	0	0	10	17:45	0	2	0	0	0	0	0	2
18:00	0	7	0	0	0	0	0	7	18:00	0	0	0	0	0	0	0	0	13	18:00	0	0	0	0	0	0	0	0
18:15	0	4	0	0	0	0	0	4	18:15	0	0	0	0	0	0	0	0	19	18:15	0	3	0	0	0	0	0	3
18:30	0	10	0	0	0	0	0	10	18:30	0	0	0	0	0	0	0	0	18	18:30	0	0	0	0	0	0	0	0
18:45	0	5	0	0	0	0	0	5	18:45	0	0	0	0	0	0	0	0	14	18:45	0	1	0	0	0	0	0	1
19:00	0	4	0	0	0	0	0	4	19:00	0	0	0	0	0	0	0	0	6	19:00	0	1	0	0	0	0	0	1
19:15	0	4	0	0	0	0	0	4	19:15	0	0	0	0	0	0	0	0	12	19:15	0	2	0	0	0	0	0	2
19:30	0	4	0	0	0	0	0	4	19:30	0	0	0	0	0	0	0	0	5	19:30	0	1	0	0	0	0	0	1
19:45	0	5	0	0	0	0	0	5	19:45	0	0	0	0	0	0	0	0	14	19:45	0	0	0	0	0	0	0	0
20:00	0	2	0	0	0	0	0	2	20:00	0	0	0	0	0	0	0	0	10	20:00	0	0	0	0	0	0	0	0
20:15	0	1	0	0	0	0	0	1	20:15	0	0	0	0	0	0	0	0	8	20:15	0	1	0	0	0	0	0	1
20:30	0	7	0	0	0	0	0	7	20:30	0	0	0	0	0	0	0	0	5	20:30	0	1	0	0	0	0	0	1
20:45	0	4	0	0	0	0	0	4	20:45	0	0	0	0	0	0	0	0	10	20:45	0	0	0	0	0	0	0	0
21:00	0	3	0	0	0	0	0	3	21:00	0	0	0	0	0	0	0	0	3	21:00	0	0	0	0	0	0	0	0
21:15	0	2	0	0	0	0	0	2	21:15	0	0	0	0	0	0	0	0	7	21:15	0	0	0	0	0	0	0	0
21:30	0	1	0	0	0	0	0	1	21:30	0	0	0	0	0	0	0	0	2	21:30	0	0	0	0	0	0	0	0
21:45	0	2	0	0	0	0	0	2	21:45	0	0	0	0	0	0	0	0	4	21:45	0	0	0	0	0	0	0	0
22:00	0	1	0	0	0	0	0	1	22:00	0	0	0	0	0	0	0	0	1	22:00	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	22:15	0	0	0	0	0	0	0	0	4	22:15	0	0	0	0	0	0	0	0
22:30	0	0	0	0	0	0	0	0	22:30	0	0	0	0	0	0	0	0	1	22:30	0	0	0	0	0	0	0	0
22:45	0	0	0	0	0	0	0	0	22:45	0	0	0	0	0	0	0	0	3	22:45	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	23:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	
23:15	0	0	0	0	0	0	0	0	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:30	0	0	0	0	0	0	0	0	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
23:45	0	0	0	0	0	0	0	0	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total	0	203	0	2	0	0	0	205	Total	0	0	0	0	0	0	0	0	1	803	0	8	1	0	0	0	0	813
% of Total	0%	99%	0%	1%	0%	0%	0%	100%	% of Total	-	-	-	-	-	-	-	-	0.1%	98.8%	0%	1%	0.1%	0%	100%	% of Total	0%	95.6%
% of Approach	0%	19%	-	15.4%	0%	-	-	18.9%	% of Approach	0%	0%	-	0%	0%	-	-	-	100%	75%	-	61.5%	100%	-	74.9%	% of Approach	0%	6.1%

From: SR 35/US 302 (Roosevelt Tr) (South)

To: SR 35/US 302 (Roosevelt Tr) (North)

To: Anglers Rd

To: SR 35/US 302 (Roosevelt Tr) (South)

To: Whites Bridge Rd

Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total	Period	Mcl	Car	Bus	SUT	Semis	Bicycle	Total
00:00	0	8	0	0	0	0	8	00:00	0	0	0	0	0	0	0	00:00	0	0	0	0	0	0	0	00:00	0	1	0	0	0	0	1
00:15	0	8	0	0	2	0	10	00:15	0	3	0	0	0	0	3	00:15	0	0	0	0	0	0	0	00:15	0	0	0	0	0	0	0
00:30	0	13	0	0	0	0	13	00:30	0	4	0	0	0	0	4	00:30	0	0	0	0	0	0	0	00:30	0	1	0	0	0	0	1
00:45	0	7	0	0	0	0	7	00:45	0	0	0	0	0	0	0	00:45	0	0	0	0	0	0	0	00:45	0	0	0	0	0	0	0
01:00	0	3	0	0	0	0	3	01:00	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0	01:00	0	0	0	0	0	0	0
01:15	0	4	0	0	0	0	4	01:15	0	0	0	0	0	0	0	01:15	0	0	0	0	0	0	0	01:15	0	0	0	0	0	0	0
01:30	0	8	0	0	0	0	8	01:30	0	0	0	0	0	0	0	01:30	0	0	0	0	0	0	0	01:30	0	0	0	0	0	0	0
01:45	0	3	0	0	0	0	3	01:45	0	0	0	0	0	0	0	01:45	0	0	0	0	0	0	0	01:45	0	1	0	0	0	0	1
02:00	0	1	0	0	0	0	1	02:00	0	0	0	0	0	0	0	02:00	0	0	0	0	0	0	0	02:00	0	1	0	0	0	0	1
02:15	0	2	0	0	0	0	2	02:15	0	0	0	0	0	0	0	02:15	0	0	0	0	0	0	0	02:15	0	0	0	0	0	0	0
02:30	0	5	0	0	0	0	5	02:30	0	0	0	0	0	0	0	02:30	0	0	0	0	0	0	0	02:30	0	0	0	0	0	0	0
02:45	0	3	0	0	0	0	3	02:45	0	0	0	0	0	0	0	02:45	0	0	0	0	0	0	0	02:45	0	2	0	0	0	0	2
03:00	0	2	0	2	0	0	4	03:00	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0	03:00	0	0	0	0	0	0	0
03:15	0	3	0	0	0	0	3	03:15	0	0	0	0	0	0	0	03:15	0	0	0	0	0	0	0	03:15	0	0	0	0	0	0	0
03:30	0	4	0	1	1	0	6	03:30	0	0	0	0	0	0	0	03:30	0	0	0	0	0	0	0	03:30	0	0	0	0	0	0	0
03:45	0	5	0	0	0	0	5	03:45	0	0	0	0	0	0	0	03:45	0	0	0	0	0	0	0	03:45	0	0	0	0	0	0	0
04:00	0	2	0	1	0	0	3	04:00	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0	04:00	0	0	0	0	0	0	0
04:15	0	1	0	1	0	0	2	04:15	0	0	0	0	0	0	0	04:15	0	0	0	0	0	0	0	04:15	0	0	0	0	0	0	0
04:30	0	10	0	2	0	0	12	04:30	0	0	0	0	0	0	0	04:30	0	0	0	0	0	0	0	04:30	0	0	0	0	0	0	0
04:45	0	13	0	1	0	0	14	04:45	0	2	0	0	0	0	2	04:45	0	0	0	0	0	0	0	04:45	0	0	0	0	0	0	0
05:00																															

05:30	0	3	0	0	0	0	3	05:30	0	0	0	0	0	0	0	05:30	0	5	0	0	0	0	5	05:30	0	0	0	0	0	0	0	0
05:45	0	3	0	0	0	0	3	05:45	0	0	0	0	0	0	0	05:45	0	5	0	0	0	0	5	05:45	0	0	0	0	0	0	0	0
06:00	0	2	0	0	0	0	2	06:00	0	0	0	0	0	0	0	06:00	0	7	0	0	0	0	7	06:00	0	0	0	0	0	0	0	0
06:15	0	1	0	0	0	0	1	06:15	0	0	0	0	0	0	0	06:15	0	6	0	0	0	0	6	06:15	0	0	0	0	0	0	0	0
06:30	0	5	0	0	0	0	5	06:30	0	1	0	0	0	0	0	06:30	0	9	0	0	0	0	9	06:30	0	0	0	0	0	0	0	0
06:45	0	7	0	2	0	0	9	06:45	0	0	0	0	0	0	0	06:45	0	13	0	0	0	0	13	06:45	0	0	0	0	0	0	0	0
07:00	0	8	0	0	0	0	8	07:00	0	0	0	0	0	0	0	07:00	0	12	0	0	0	0	12	07:00	0	0	0	0	0	0	0	0
07:15	0	12	0	0	0	0	12	07:15	0	0	0	0	0	0	0	07:15	0	13	0	0	0	0	13	07:15	0	0	0	0	0	0	0	0
07:30	0	9	0	0	0	0	9	07:30	0	1	0	0	0	0	0	07:30	0	12	0	1	0	0	13	07:30	0	0	0	0	0	0	0	0
07:45	0	11	0	1	0	0	12	07:45	0	1	0	0	0	0	0	07:45	0	13	0	0	0	0	13	07:45	0	0	0	0	0	0	0	0
08:00	0	14	0	0	0	0	14	08:00	0	0	0	0	0	0	0	08:00	0	18	0	1	0	0	19	08:00	0	0	0	0	0	0	0	0
08:15	0	6	0	0	0	0	6	08:15	0	0	0	0	0	0	0	08:15	0	19	0	0	0	0	19	08:15	0	0	0	0	0	0	0	0
08:30	0	11	0	1	0	0	12	08:30	0	3	0	0	0	0	0	08:30	0	16	0	0	1	0	17	08:30	0	0	0	0	0	0	0	0
08:45	0	7	0	1	0	0	8	08:45	0	2	0	0	0	0	0	08:45	0	14	0	0	0	0	14	08:45	0	0	0	0	0	0	0	0
09:00	0	13	0	0	0	0	13	09:00	0	0	0	0	0	0	0	09:00	0	27	0	1	0	0	28	09:00	0	0	0	0	0	0	0	0
09:15	0	9	0	0	0	0	9	09:15	0	1	0	0	0	0	0	09:15	0	16	0	0	0	0	16	09:15	0	0	0	0	0	0	0	0
09:30	0	10	0	0	0	0	10	09:30	0	2	0	0	0	0	0	09:30	0	14	0	0	0	0	14	09:30	0	0	0	0	0	0	0	0
09:45	0	10	1	1	0	0	12	09:45	0	1	0	0	0	0	0	09:45	0	21	0	0	0	0	21	09:45	0	0	0	0	0	0	0	0
10:00	0	17	0	0	0	0	17	10:00	0	1	0	0	0	0	0	10:00	0	22	0	0	0	0	22	10:00	0	0	0	0	0	0	0	0
10:15	0	12	0	1	0	0	13	10:15	0	2	0	0	0	0	0	10:15	0	17	0	0	0	0	17	10:15	0	0	0	0	0	0	0	0
10:30	0	9	0	0	0	0	9	10:30	0	1	0	0	0	0	0	10:30	0	21	0	0	0	0	21	10:30	0	0	0	0	0	0	0	0
10:45	0	8	0	0	0	0	8	10:45	0	1	0	0	0	0	0	10:45	0	27	0	0	0	0	27	10:45	0	0	0	0	0	0	0	0
11:00	0	10	0	0	0	0	10	11:00	0	1	0	0	0	0	0	11:00	0	8	0	0	0	0	8	11:00	0	0	0	0	0	0	0	0
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12:00	0	14	0	0	0	0	14	12:00	0	0	0	0	0	0	0	12:00	0	24	0	0	0	0	24	12:00	0	0	0	0	0	0	0	0
12:15	0	11	0	0	0	0	11	12:15	0	1	0	0	0	0	0	12:15	0	22	0	1	0	0	23	12:15	0	0	0	0	0	0	0	0
12:30	0	15	0	0	0	0	15	12:30	0	2	0	0	0	0	0	12:30	0	16	0	0	0	0	16	12:30	0	0	0	0	0	0	0	0
12:45	0	8	0	0	0	0	8	12:45	0	1	0	0	0	0	0	12:45	0	20	0	0	0	0	20	12:45	0	0	0	0	0	0	0	0
13:00	0	8	0	0	0	0	8	13:00	0	0	0	0	0	0	0	13:00	0	18	0	0	0	0	18	13:00	0	0	0	0	0	0	0	0
13:15	0	14	0	0	0	0	14	13:15	0	1	0	0	0	0	0	13:15	0	18	0	1	0	0	19	13:15	0	0	0	0	0	0	0	0
13:30	0	20	0	0	0	0	20	13:30	0	0	0	1	0	0	0	13:30	0	20	0	0	0	0	20	13:30	0	0	0	0	0	0	0	0
13:45	0	5	0	0	0	0	5	13:45	0	2	0	0	0	0	0	13:45	0	18	0	0	0	0	18	13:45	0	0	0	0	0	0	0	0
14:00	0	13	0	0	0	0	13	14:00	0	2	0	0	0	0	0	14:00	0	21	0	0	1	0	22	14:00	0	0	0	0	0	0	0	0
14:15	0	10	0	0	0	0	10	14:15	0	0	0	0	0	0	0	14:15	0	12	0	0	0	0	12	14:15	0	0	0	0	0	0	0	0
14:30	0	17	0	1	0	0	18	14:30	0	1	0	0	0	0	0	14:30	1	13	0	0	0	0	14	14:30	0	0	0	0	0	0	0	0
14:45	0	12	0	0	0	0	12	14:45	0	2	0	0	0	0	0	14:45	0	14	0	2	0	0	16	14:45	0	0	0	0	0	0	0	0
15:00	0	18	0	0	0	0	18	15:00	0	1	0	0	0	0	0	15:00	0	19	0	0	0	0	19	15:00	0	0	0	0	0	0	0	0
15:15	0	16	0	0	0	0	16	15:15	0	1	0	0	0	0	0	15:15	0	25	0	0	0	0	25	15:15	0	0	0	0	0	0	0	0
15:30	0	20	0	1	0	0	21	15:30	0	0	0	0	0	0	0	15:30	0	13	0	0	0	1	14	15:30	0	0	0	0	0	0	0	0
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16:00	0	19	0	0	0	0	19	16:00	0	0	0	0	0	0	0	16:00	0	27	0	0	0	0	27	16:00	0	0	0	0	0	0	0	0
16:15	0	19	0	0	0	0	19	16:15	0	2	0	0	0	0	0	16:15	0	17	0	0	0	0	17	16:15	0	0	0	0	0	0	0	0
16:30	0	18	0	0	0	0	18	16:30	0	1	0	0	0	0	0	16:30	0	23	0	0	0	0	23	16:30	0	0	0	0	0	0	0	0
16:45	0	29	0	0	0	0	29	16:45	0	2	0	0	0	0	0	16:45	0	30	0	0	0	0	30	16:45	0	0	0	0	0	0	0	0
17:00	0	37	0	0	0	0	37	17:00	0	1	0	0	0	0	0	17:00	0	19	0	0	0	0	19	17:00	0	0	0	0	0	0	0	0
17:15	0	35	0	0	0	0	35	17:15	0	4	0	0	0	0	0	17:15	0	17	0	0	0	0	17	17:15	0	0	0	0	0	0	0	0
17:30	0	19	0	0	0	1	20	17:30	0	2	0	0	0	0	0	17:30	0	16	0	0	0	0	16	17:30	0	0	0	0	0	0	0	0
17:45	0	25	0	0	0	0	25	17:45	0	5	0	0	0	0	0	17:45	2	20	0	0	0	0	22	17:45	0	0	0	0	0	0	0	0
18:00	0	13	0	0	0	0	13	18:00	0	1	0	0	0	0	0	18:00	0	22	0	0	0	0	22	18:00	0	0	0	0	0	0	0	0
18:15	0	7	0	0	0	0	7	18:15	0	0	0	0	0	0	0	18:15	0	18	0	0	0	0	18	18:15	0	0	0	0	0	0	0	0
18:30	0	11	0	0	0	0	11	18:30	0	0	0	0	0	0	0	18:30	0	14	0	0	0	0	14	18:30	0	0	0	0	0	0	0	0
18:45	0	11	0	0	0	0	11	18:45	0	1	0	0	0	0	0	18:45	0	11	0	0	0	0	11	18:45	0	0	0	0	0	0	0	0
19:00	0	8	0	0	0	0	8	19:00	0	2	0	0	0	0	0	19:00	0	5	0	0	0	0	5	19:00	0	0	0	0	0	0	0	0
19:15	0	8	0	0	0	0	8	19:15	0	1	0	0	0	0	0	19:15	0	10	0													

Appendix C

MaineDOT Crash Data

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

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

REPORT DESCRIPTION

Windham
 Roosevelt Trl (Rte 302)-Tandberg Trl area

REPORT PARAMETERS

Year 2021, Start Month 1 through Year 2023 End Month: 12

Route: 0302X	Start Node: 16919 End Node: 16922	Start Offset: 0 End Offset: 0	<input type="checkbox"/> Exclude First Node <input type="checkbox"/> Exclude Last Node
Route: 170548	Start Node: 59545 End Node: 75114	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input type="checkbox"/> Exclude Last Node
Route: 3201996	Start Node: 59545 End Node: 65443	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input type="checkbox"/> Exclude Last Node
Route: 0115X	Start Node: 16919 End Node: 14899	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input type="checkbox"/> Exclude Last Node

Maine Department Of Transportation - Office of Safety, Crash Records Section

Crash Summary I

Nodes																
Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes					Percent Annual M Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF		
					K	A	B	C	PD							
19519	0302X - 15.96	Int of ROOSEVELT TRL TRAILS END RD	2	0	0	0	0	0	0	0.0	9.260	0.00	0.29	0.00		
												Statewide Crash Rate: 0.13				
16919	0302X - 15.16	Int of ROOSEVELT TRL TANDBERG TRL	9	45	0	0	3	6	36	20.0	14.605	1.03	1.01	1.01		
												Statewide Crash Rate: 0.70				
17872	0302X - 15.35	Int of ENT TO SHAWS NORTH WINDHAM SHOPPING CNTF	9	10	0	1	0	0	9	10.0	11.727	0.28	1.05	0.27		
												Statewide Crash Rate: 0.70				
17874	0302X - 15.57	Int of ENT TO MALL LANDING RD ROOSEVELT TRL	9	20	0	0	1	1	18	10.0	12.838	0.52	1.03	0.50		
												Statewide Crash Rate: 0.70				
P16922	0302X - 16.30	Int of ANGLERS RD ROOSEVELT TRL WHITES BRIDGE RI	9	20	0	1	1	4	14	30.0	9.259	0.72	1.09	0.66		
												Statewide Crash Rate: 0.70				
59545	0302X - 15.70	Int of FRANKLIN DR MIDDLE CONNECTOR ROOSEVELT T	9	15	0	0	1	2	12	20.0	9.415	0.53	1.09	0.49		
												Statewide Crash Rate: 0.70				
75114	170548 - 0.01	End of FRANKLIN DR	2	0	0	0	0	0	0	0.0	0.002	0.00	-78.64	0.00		
												Statewide Crash Rate: 0.13				
65443	3201996 - 0.01	End of SUSHI STEAKHOUSE RD	2	0	0	0	0	0	0	0.0	0.072	0.00	-0.18	0.00		
												Statewide Crash Rate: 0.13				
10923	0115X - 0.06	Int of ABBY RD, TANDBERG TRL	2	24	0	0	1	3	20	16.7	5.731	1.40	0.36	3.86		
												Statewide Crash Rate: 0.15				
14899	0115X - 0.63	Int of EMERSON DR MILL POND DR TANDBERG TRL	2	0	0	0	0	0	0	0.0	5.314	0.00	0.37	0.00		
												Statewide Crash Rate: 0.15				
18755	0115X - 0.28	Int of COLLINS POND RD TANDBERG TRL	2	2	0	0	0	0	2	0.0	5.428	0.12	0.37	0.32		
												Statewide Crash Rate: 0.15				
14819	0115X - 0.26	Int of SANDBAR RD TANDBERG TRL	2	5	0	0	0	2	3	40.0	5.635	0.30	0.36	0.83		
												Statewide Crash Rate: 0.15				
14820	0115X - 0.45	Int of SABBADY POINT RD TANDBERG TRL	2	5	0	0	0	0	5	0.0	5.423	0.31	0.37	0.84		
												Statewide Crash Rate: 0.15				
62809	0115X - 0.41	Int of DUNRIDGE CIR EAST CONNECTOR TANDBERG TRI	2	2	0	0	0	0	2	0.0	5.329	0.13	0.37	0.35		
												Statewide Crash Rate: 0.15				
Study Years: 3.00			NODE TOTALS:		148	0	2	7	18	121	18.2	100.038	0.49	0.57	0.87	

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury Crashes				Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF		
								A	B	C	PD							
16919	17872	3130492	0 - 0.19	0302X - 15.16 US 302	0.19	2	51	0	1	1	7	42	17.6	0.02055	827.18	330.29	2.50	
Int of ROOSEVELT TRL TANDBERG TRL <small>Statewide Crash Rate: 193.93</small>																		
17874	17872	3943910	0 - 0.22	0302X - 15.35 US 302	0.22	2	18	0	0	2	4	12	33.3	0.02255	266.11	324.47	0.82	
Int of ENT TO MALL LANDING RD ROOSEVELT TRL <small>Statewide Crash Rate: 193.93</small>																		
17874	59545	3138989	0 - 0.13	0302X - 15.57 US 302	0.13	2	17	0	0	1	1	15	11.8	0.01215	466.39	368.11	1.27	
Int of ENT TO MALL LANDING RD ROOSEVELT TRL <small>Statewide Crash Rate: 193.93</small>																		
59545	19519	3115037	0 - 0.26	0302X - 15.70 US 302	0.26	2	20	1	1	1	2	15	25.0	0.02425	274.87	320.05	0.86	
Int of FRANKLIN DR MIDDLE CONNECTOR ROOSEVELT TRL SUSHI STEAKHOUSE RD <small>Statewide Crash Rate: 193.93</small>																		
16922	19519	3937824	0 - 0.34	0302X - 15.96 US 302	0.34	2	12	0	0	1	1	10	16.7	0.03085	129.68	306.45	0.42	
Int of ANGLERS RD ROOSEVELT TRL WHITES BRIDGE RD <small>Statewide Crash Rate: 193.93</small>																		
59545	75114	6018721	0 - 0.01	170548 - 0 RD INV 170548	0.01	2	0	0	0	0	0	0	0.0	0.00000	0.00	-	0.00	
Int of FRANKLIN DR MIDDLE CONNECTOR ROOSEVELT TRL SUSHI STEAKHOUSE RD <small>Statewide Crash Rate: 408.88</small>																		
59545	65443	2833072	0 - 0.01	3201996 - 0 RD INV 3201996	0.01	2	0	0	0	0	0	0	0.0	0.00001	0.00	-3653.97	0.00	
Int of FRANKLIN DR MIDDLE CONNECTOR ROOSEVELT TRL SUSHI STEAKHOUSE RD <small>Statewide Crash Rate: 370.16</small>																		
10923	16919	3105218	0 - 0.06	0115X - 0 ST RTE 115	0.06	2	2	0	0	0	1	1	50.0	0.00322	207.25	527.86	0.39	
Int of ABBY RD, TANDBERG TRL <small>Statewide Crash Rate: 204.59</small>																		
10923	14819	3123906	0 - 0.20	0115X - 0.06 ST RTE 115	0.20	2	11	0	0	0	3	8	27.3	0.01137	322.45	389.42	0.83	
Int of ABBY RD, TANDBERG TRL <small>Statewide Crash Rate: 204.59</small>																		
14819	18755	3123954	0 - 0.02	0115X - 0.26 ST RTE 115	0.02	2	1	0	0	0	0	1	0.0	0.00107	312.50	699.69	0.45	
Int of SANDBAR RD TANDBERG TRL <small>Statewide Crash Rate: 204.59</small>																		
62809	18755	3115712	0 - 0.13	0115X - 0.28 ST RTE 115	0.13	2	3	0	0	2	0	1	66.7	0.00691	144.65	436.33	0.33	
Int of DUNRIDGE CIR EAST CONNECTOR TANDBERG TRL <small>Statewide Crash Rate: 204.59</small>																		
14820	62809	3139274	0 - 0.04	0115X - 0.41 ST RTE 115	0.04	2	3	0	0	0	0	3	0.0	0.00213	470.10	587.47	0.80	
Int of SABBADY POINT RD TANDBERG TRL <small>Statewide Crash Rate: 204.59</small>																		
14820	14899	3105771	0 - 0.18	0115X - 0.45 ST RTE 115	0.18	2	4	0	0	0	1	3	25.0	0.00943	141.35	405.96	0.35	
Int of SABBADY POINT RD TANDBERG TRL <small>Statewide Crash Rate: 204.59</small>																		
Study Years: 3.00					Section Totals:		1.79	142	1	2	8	20	111	21.8	0.14449	327.58	250.15	1.31
					Grand Totals:		1.79	290	1	4	15	38	232	20.0	0.14449	669.01	357.09	1.87

H. C. L. CRASH COLLISION DIAGRAM DATA PACKAGE

COUNTY: **CUMBERLAND**

TOWN: **WINDHAM**

LOW NODE: **16919** HIGH NODE: **0000**

REGION: **1**

U/R: **URBAN**

DESCRIPTION: **Int Roosevelt Trl & Tandberg Trl**

RTE # / RD #: **0035X**

DATE DRAWN: **6/11/2024** DRAWN BY: **Michelle**

STUDY FROM: **1/1/2021**

STUDY TO: **12/31/2023**

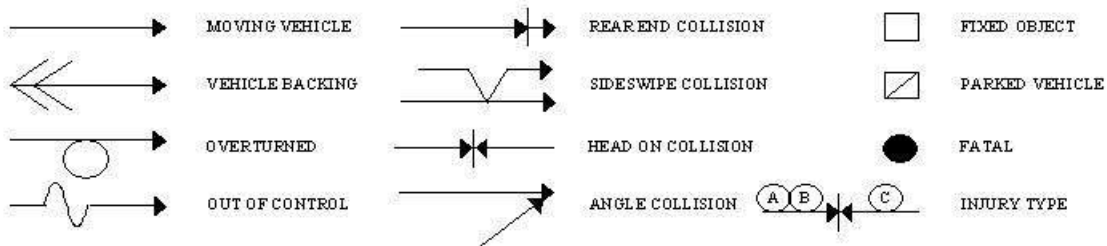
CRASH RATE: **1.05**

CRF: **1.02**

% INJURY: **20**

TOTAL CRASHES: **45**

LEGEND

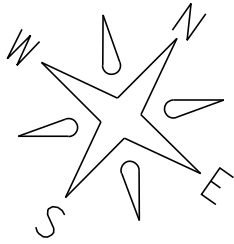


--- PATH OF: P PEDESTRIAN B BICYCLE A ANIMAL S SLED

PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM



Irving

Roosevelt Trail
Rt 302

Windham

Node: I6919

Study Period: 2021-2023

of Crashes: 45 / CRF: 1.02

Prepared by Office of Safety & Mobility
(MP 6/11/243)

Tandberg Trail
Rt 35

29620 10-15-22 7:53A W/C Improper Backing

15165 6-15-21 8:25A D/CL Medical

39234 12-22-23 4:04P D/C Follow Too Close

22089 8-4-22 11:33A D/C Follow Too Close

11290 4-20-22 5:22P D/C Disregard Traffic Sign

22076 7-31-22 3:13P D/C Inattention

13264 6-1-21 7:49P D/C Follow Too Close

21369 7-26-23 2:47P D/C Follow Too Close

32489 10-31-23 3:37P D/C Improper Pass/O.U.I.

29947 10-18-22 2:11P D/C Fail to Yield

= Traffic Signal

Rt 302
Roosevelt Trail



33030 11-24-21 7:56P
D/C Ran Red Light

- 31410 10-29-22 5:26P D/C Follow Too Close
- 30384 11-4-21 12:59P D/C Fail to Yield
- 7469 3-6-22 3:53P D/C Follow Too Close
- 10019 4-1-22 2:48P D/C Follow Too Close
- 10844 4-8-22 1:22P D/CL Follow Too Close
- 13696 5-15-22 4:23P D/C Fail to Yield
- 15011 5-29-23 6:18P D/C O.U.I.
- 12245 4-29-23 12:17A D/C Follow Too Close
- 17794 6-20-22 5:20P D/C Follow Too Close
- 3234 2-4-21 3:16P D/CL Follow Too Close
- 16989 6-17-22 12:27P D/C Fail to Yield
- 21781 7-27-23 9:23P W/C Hit & Run
- 4907 2-9-22 12:03P W/C Follow Too Close
- 33085 11-12-22 1:09P D/C Follow Too Close

- 17364 7-7-21 9:09P D/C Fail to Yield
- 31261 11-13-21 2:07P W/R O.U.I.
- 34471 12-7-21 6:00A D/C O.U.I.
- 21488 9-4-20 2:32P D/C Fail to Yield
- 34170 5-11-23 6:03P D/C Follow Too Close
- 2892 8-20-21 6:27P D/C Improper Backing

Rt 35
Tandberg Trail

Walgreens

H. C. L. CRASH COLLISION DIAGRAM DATA PACKAGE

COUNTY: CUMBERLAND

TOWN: WINDHAM

LOW NODE: 16919 HIGH NODE: 17872

REGION: 1

U/R: URBAN

DESCRIPTION: Roosevelt Trl from Tandberg Trl to Shaws Plaza

RTE # / RD #: 0035X

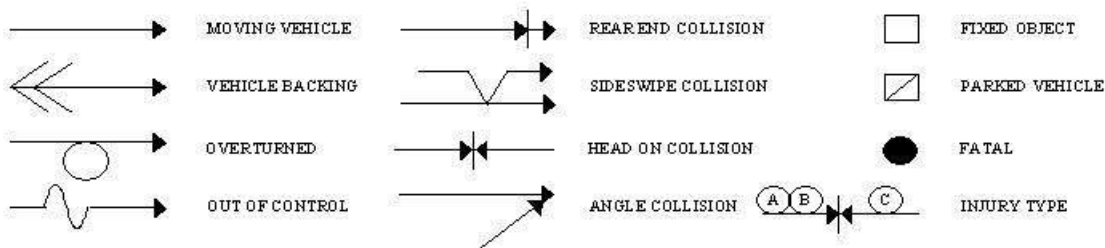
DATE DRAWN: 6/12/2024 DRAWN BY: Michelle

STUDY FROM: 1/1/2021

STUDY TO: 12/31/2023

CRASH RATE: 847.04 CRF: 2.52 % INJURY: 17.6 TOTAL CRASHES: 51

LEGEND



--- PATH OF: P PEDESTRIAN B BICYCLE A ANIMAL S SLED

PAVEMENT: D - DRY, I - ICY, W - WET, S - SNOW

WEATHER: C - CLEAR, F - FOG, R - RAIN, SL - SLEET, S - SNOW, CL - CLOUDY

TIME: A - AM, P - PM

H. C. L. CRASH COLLISION DIAGRAM DATA PACKAGE

COUNTY: CUMBERLAND

TOWN: WINDHAM

LOW NODE: 17874 HIGH NODE: 59545

REGION: 1

U/R: URBAN

DESCRIPTION: Roosevelt TRL from Landing Rd to Franklin Dr

RTE # / RD #: 0035X

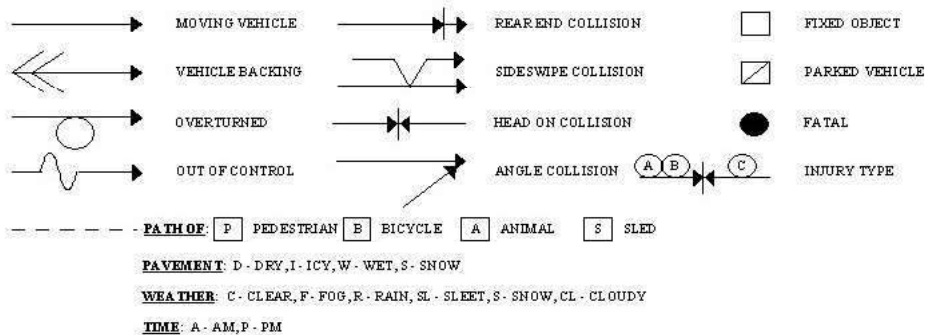
DATE DRAWN: 7/10/2024 DRAWN BY: BOB K

STUDY FROM: 1/1/2021

STUDY TO: 12/31/2023

CRASH RATE: 477.58 CRF: 1.27 % INJURY: 11.8 TOTAL CRASHES: 17

LEGEND



Windham

Prepared by Office of Safety & Mobility

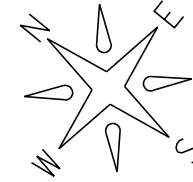
Link: 17874-59545

RFK3 7-10-24

Element: 3138989

Study Period: 2021-2023

of Crashes: 17 / CRF: 1.27



59545

MobilMart
Big Apple

17874

6335 3-7-21 9:55A D/C Physical impairment

31640 10-31-22 2:27P D/C Fail To Keep In Lane

Roosevelt Trail

Route 35/302

21379 7-25-22 1:03P D/CL Follow Close

25142 8-25-22 1:39P D/C Follow Too Close

26256 9-8-23 12:47P D/C Fail to yield

23062 8-8-23 2:30P W/R Follow Close

15191 6-3-22 7:29A D/C Fail to keep in lane

9515 3-27-22 1:47P D/CL Fail to yield

11148 5-8-21 11:44A D/C Follow Too Close

24940 9-1-22 9:54A D/C Fail to yield

25145 8-28-23 12:21P D/C Follow Too Close

27554 9-23-23 11:38A D/C Follow too close

35745 11-25-23 1:27P D/C Fail to yield

8649 3-17-23 2:27P D/C Improper turn

14441 6-12-21 9:00A D/C Fail To Yield

31412 10-31-22 11:46A D/C
Medical issue

21818 8-19-21 6:06P W/R Fail to Yield

Tanorama

NAPA

Cumberland County
Federal Credit Union

pole

Dollar Tree

tree



H. C. L. CRASH COLLISION DIAGRAM DATA PACKAGE

COUNTY: CUMBERLAND

TOWN: WINDHAM

LOW NODE: 10923 HIGH NODE: 0000

REGION: 1

U/R: URBAN

DESCRIPTION: Int of Abby Rd and Tandberg TRL

RTE # / RD #: 0115X

DATE DRAWN: 6/10/2024 DRAWN BY: BOB K

STUDY FROM: 1/1/2021

STUDY TO: 12/31/2023

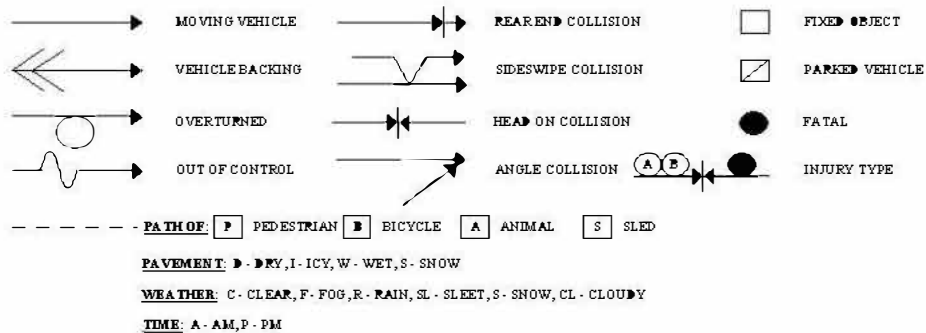
CRASH RATE: 1.4

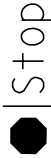
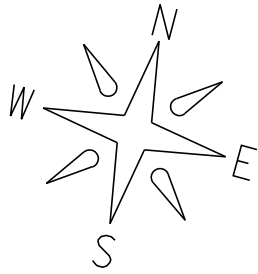
CRF: 3.86

% INJURY: 16.7

TOTAL CRASHES: 24

LEGEND





1625 1-19-21 2:19P D/C Fail To Yield
10282 4-3-22 2:47P D/C Fail to yield

11680 4-21-23 3:10P D/C Fail to yield
6563 3-1-23 6:36P D/C Fail To Yield

10847 4-13-22 5:02P W/CL Fail to yield
8219 3-11-22 12:19P D/C Fail To Yield

709 1-10-23 8:06A D/C Fail to yield
16086 6-12-22 10:21A D/C Fail to yield

21819 8-20-21 1:32P D/C Fail To Yield

3035 1-30-23 6:51A I/C Improper turn

25853 9-5-23 7:03P D/C Fail to Yield

Abby Road

Windham

Node: 10923

Study Period: 2021-2023

of Crashes: 24 /CRF: 3.86

Prepared by Office of Safety & Mobility

RFK3 6-10-24

Tandberg Trail /
Route 115

13856 6-4-21 3:18P D/C Fail To Yield

15227 5-27-23 8:58A D/C Fail to yield

11487 4-19-23 4:18P D/CL Improper pass

19344 7-7-22 3:30P D/C Fail to yield

882 1-8-22 12:57P D/C Fail to yield

32179 11-19-21 4:09P D/C Improper turn

18584 7-15-21 1:20P D/C Fail to Yield

3418 1-31-23 3:47P D/C Fail to yield

33472 11-14-23 4:30P D/C Improper turn

2747 1-27-23 4:08P D/C Fail To Yield

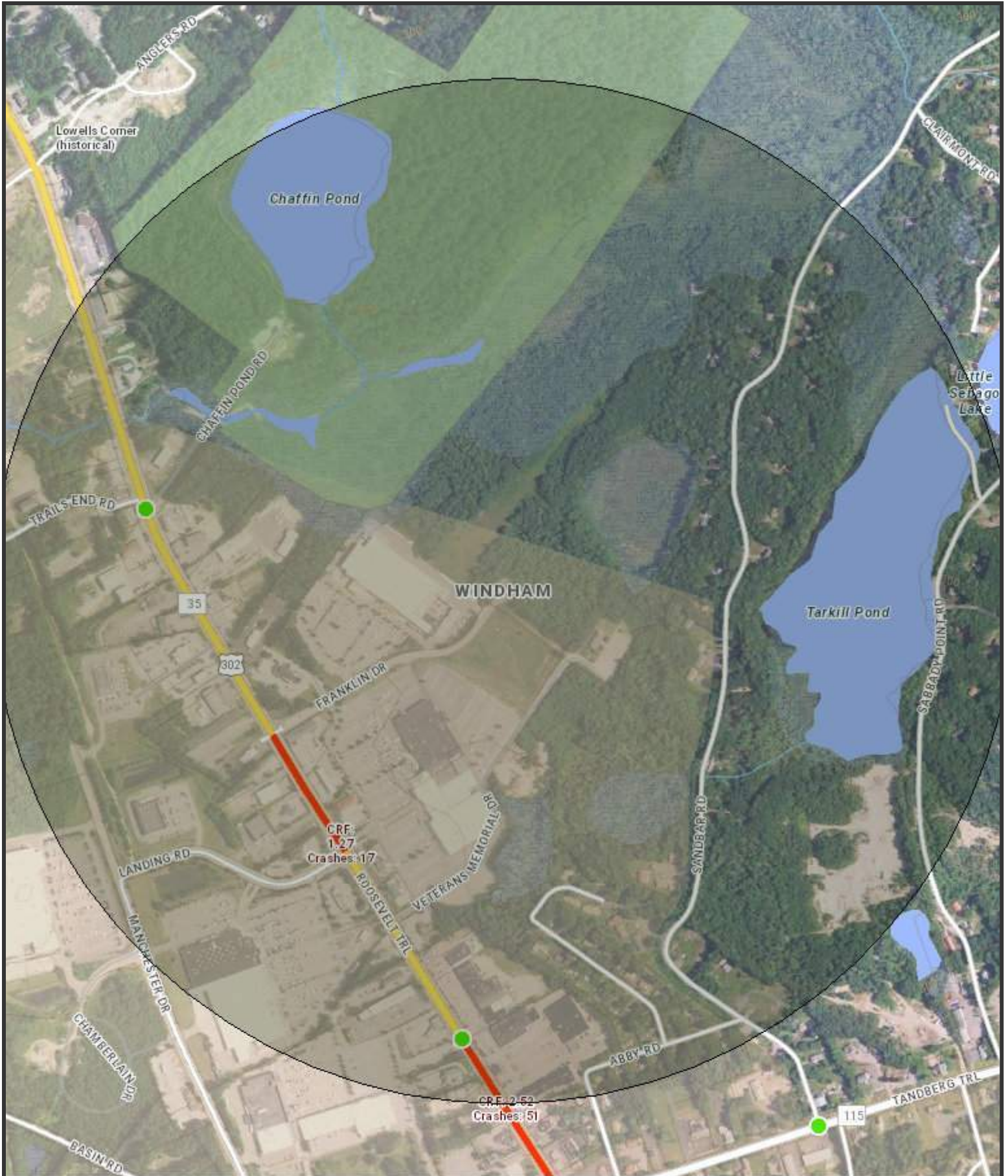
18182 7-13-21 5:36P D/C Fail to yield

39321 12-29-22 5:11P D/C Fail to yield

21163 7-26-22 5:41P D/C Fail to yield

Walgreens

PEDESTRIAN CRASHES - 0.5 MILE



The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

0.15 Miles
1 inch = 0.17 miles

Date: 3/12/2025
Time: 8:34:10 AM

BICYCLE CRASHES - 1 MILE RADIUS



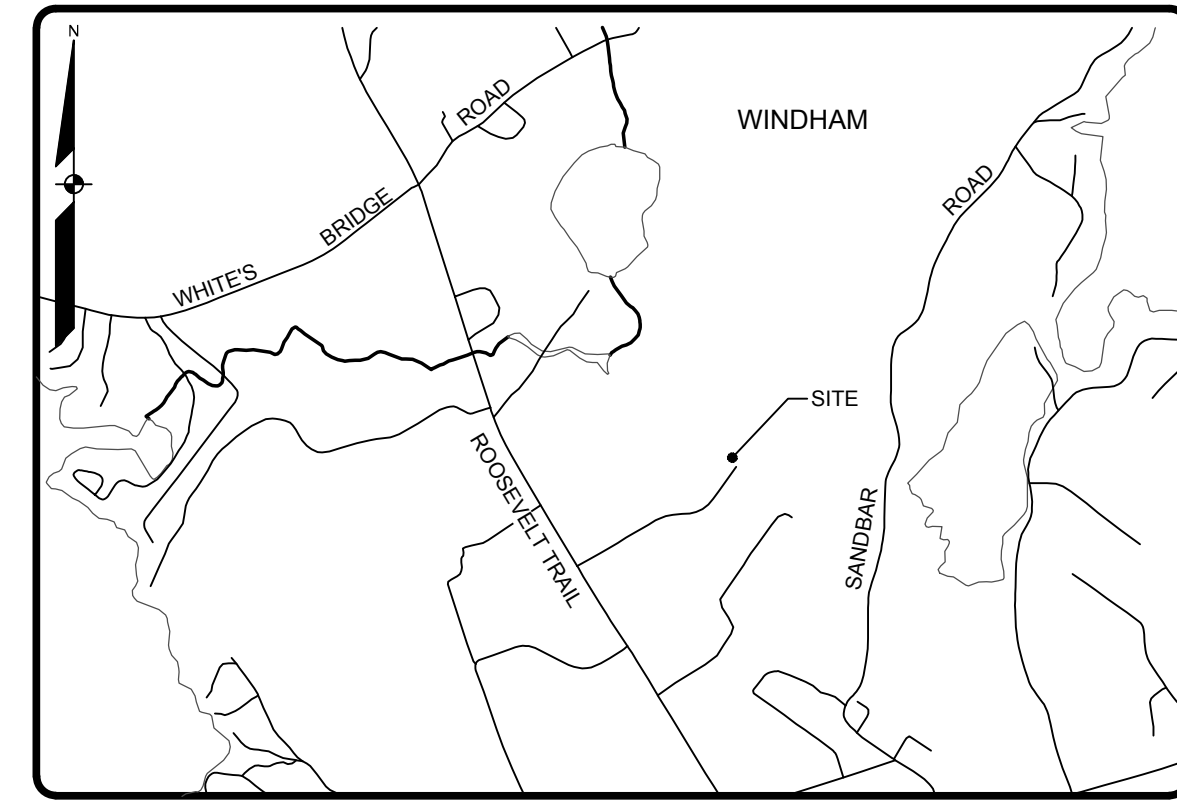
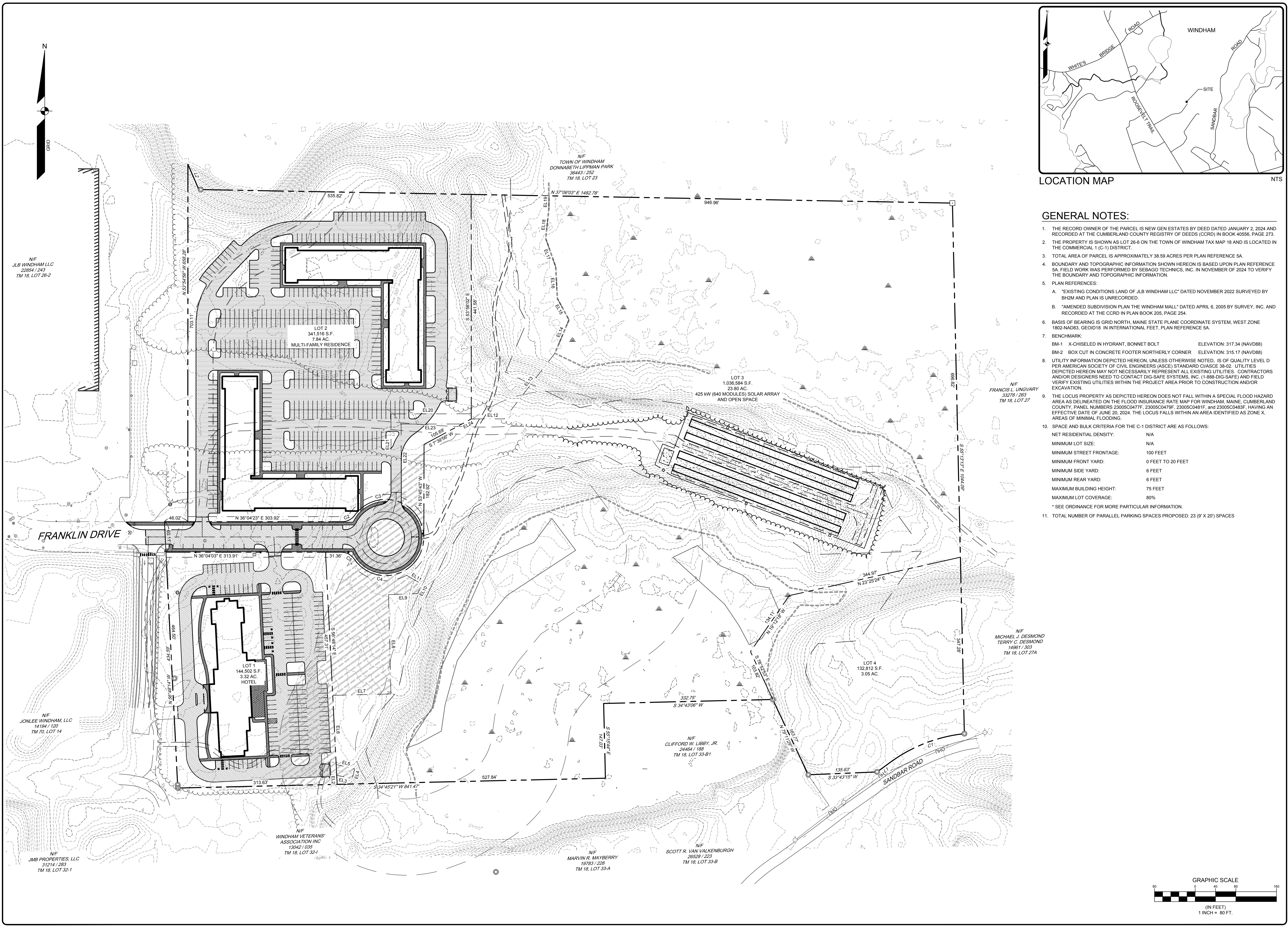
The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.

0.3
Miles
1 inch = 0.34 miles

Date: 3/12/2025
Time: 8:28:19 AM

Appendix D

Existing Conditions Plan and Site Plan



GENERAL NOTES:

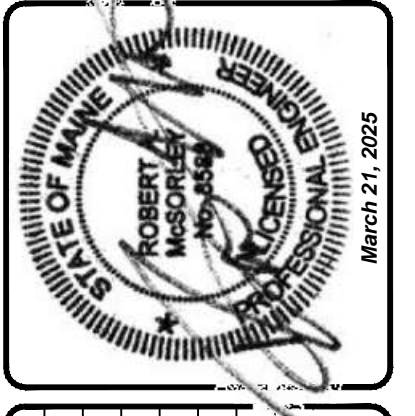
- THE RECORD OWNER OF THE PARCEL IS NEW GEN ESTATES BY DEED DATED JANUARY 2, 2024 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) IN BOOK 40556, PAGE 273.
- THE PROPERTY IS SHOWN AS LOT 26-6 ON THE TOWN OF WINDHAM TAX MAP 18 AND IS LOCATED IN THE COMMERCIAL 1 (C-1) DISTRICT.
- TOTAL AREA OF PARCEL IS APPROXIMATELY 38.59 ACRES PER PLAN REFERENCE 5A.
- BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON PLAN REFERENCE 5A. FIELD WORK WAS PERFORMED BY SEBAGO TECHNICS, INC. IN NOVEMBER OF 2024 TO VERIFY THE BOUNDARY AND TOPOGRAPHIC INFORMATION.
- PLAN REFERENCES:
 - "EXISTING CONDITIONS LAND OF JLB WINDHAM LLC" DATED NOVEMBER 2022 SURVEYED BY BH2M AND PLAN IS UNRECORDED.
 - "AMENDED SUBDIVISION PLAN THE WINDHAM MALL" DATED APRIL 6, 2005 BY SURVEY, INC. AND RECORDED AT THE CCRD IN PLAN BOOK 205, PAGE 254.
- BASIS OF BEARING IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83, GEOID18 IN INTERNATIONAL FEET, PLAN REFERENCE 5A.
- BENCHMARK:

BM-1 X-CHISELED IN HYDRANT, BONNET BOLT	ELEVATION: 317.34 (NAVD88)
BM-2 BOX CUT IN CONCRETE FOOTER NORTHERLY CORNER	ELEVATION: 315.17 (NAVD88)
- UTILITY INFORMATION DEPICTED HEREON, UNLESS OTHERWISE NOTED, IS OF QUALITY LEVEL D PER AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) STANDARD CIVASCE 38-02. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES WITHIN THE PROJECT AREA PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
- THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR WINDHAM, MAINE, CUMBERLAND COUNTY, PANEL NUMBERS 23005C0477F, 23005C0479F, 23005C0481F, and 23005C0483F, HAVING AN EFFECTIVE DATE OF JUNE 20, 2024. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE X, AREAS OF MINIMAL FLOODING.
- SPACE AND BULK CRITERIA FOR THE C-1 DISTRICT ARE AS FOLLOWS:

NET RESIDENTIAL DENSITY:	N/A
MINIMUM LOT SIZE:	N/A
MINIMUM STREET FRONTAGE:	100 FEET
MINIMUM FRONT YARD:	0 FEET TO 20 FEET
MINIMUM SIDE YARD:	6 FEET
MINIMUM REAR YARD:	6 FEET
MAXIMUM BUILDING HEIGHT:	75 FEET
MAXIMUM LOT COVERAGE:	80%

* SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.
- TOTAL NUMBER OF PARALLEL PARKING SPACES PROPOSED: 23 (9' X 20') SPACES

NOT FOR CONSTRUCTION

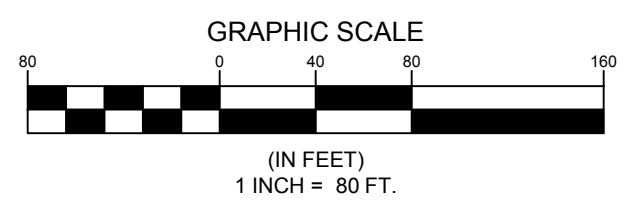


REV.	BY	DATE	STATUS

SEBAGO
TECHNICS
SEBAGOTECHNICS.COM
75 John Roberts Rd. Suite 4A
South Portland, ME 04106
207-266-2100
South Portland, Bridgton, Sanford and Bath

CONCEPTUAL MASTER PLAN
OF:
FRANKLIN DRIVE SUBDIVISION
WINDHAM, ME
FOR:
NEW GEN HOSPITALITY MANAGEMENT, LLC
50 MAINE MALL ROAD
SOUTH PORTLAND, ME 04106

DESIGNED	KMK
DRAWN	MRS
CHECKED	RAM
DATE	01/23/2025
SCALE	1" = 80'
PROJECT	

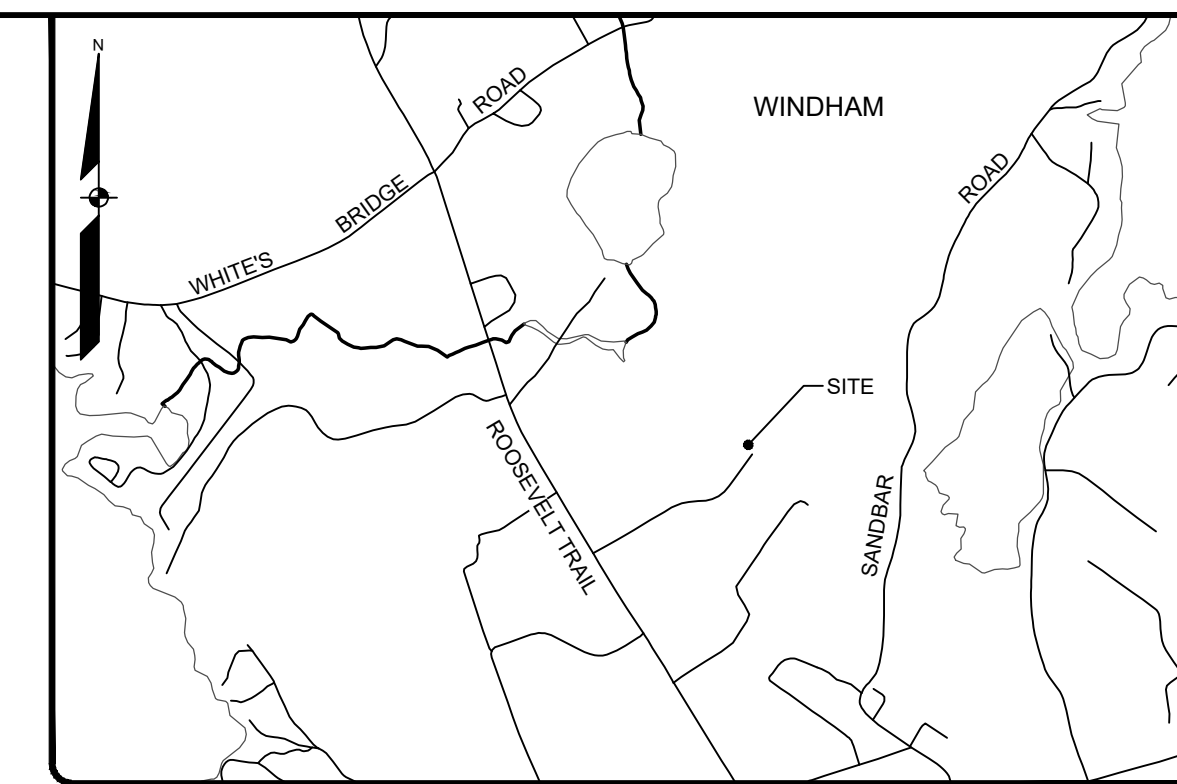
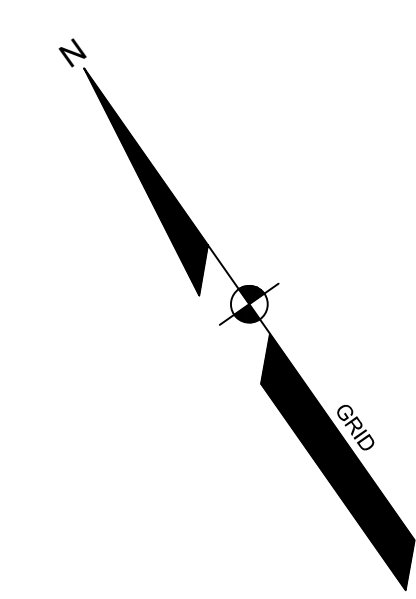
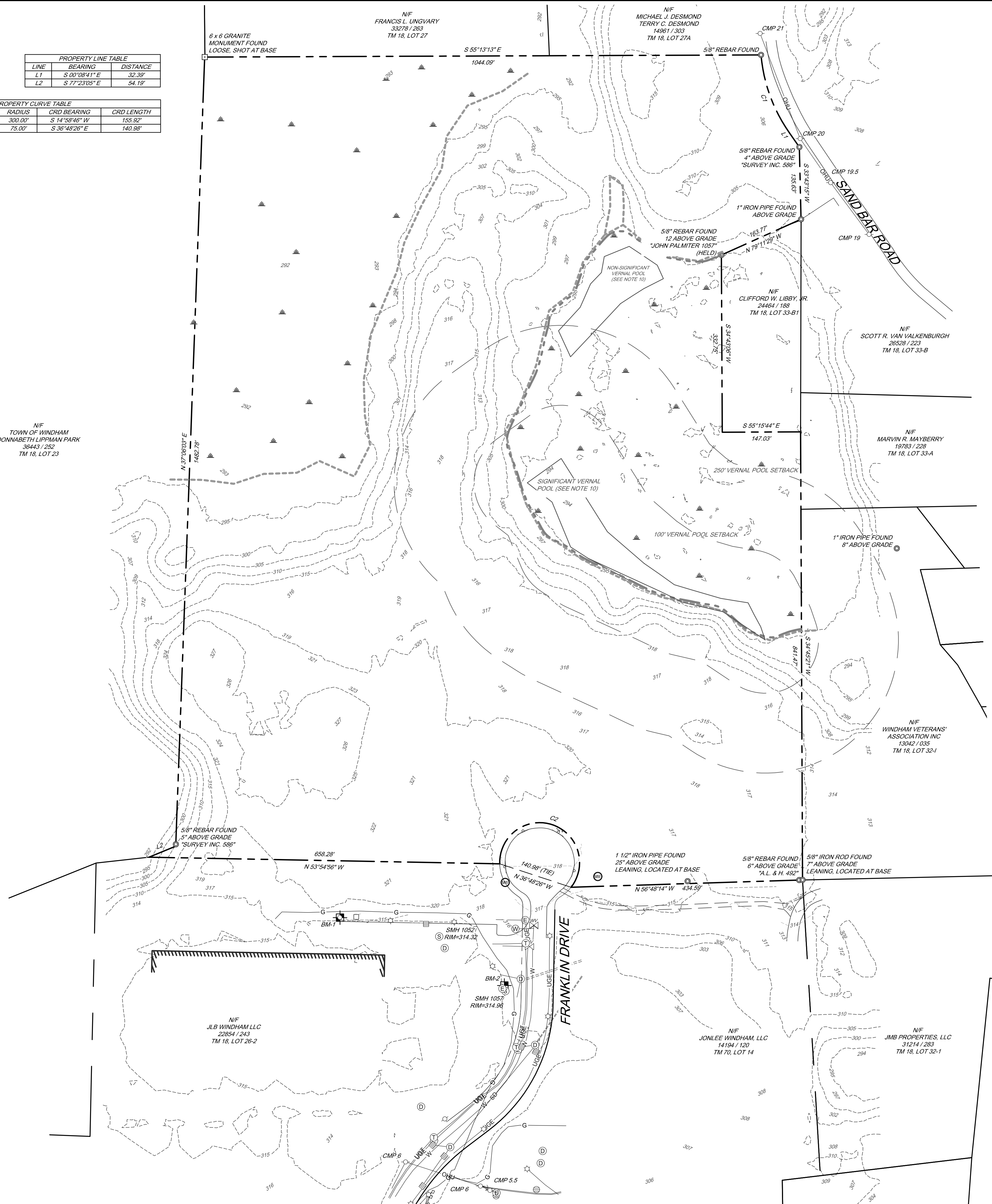


F:\Projects\23005C0477\DWG\Design\MASTER PLAN\230411 Master Plan.dwg - 2/27/2025 - 4:07 PM - KATHRYN KONOPKO

PROPERTY LINE TABLE				
LINE	BEARING	DISTANCE		
L1	S 00°08'41" E	32.39'		
L2	S 77°23'05" E	84.19'		

PROPERTY CURVE TABLE				
CURVE	LENGTH	RADIUS	CRD BEARING	CRD LENGTH
C1	187.73'	300.00'	S 14°58'48" W	155.92'
C2	287.90'	75.00'	S 36°48'26" E	140.88'

N/F
TOWN OF WINDHAM
DONNABETH LIPPMAN PARK
36443 / 252
TM 18, LOT 23



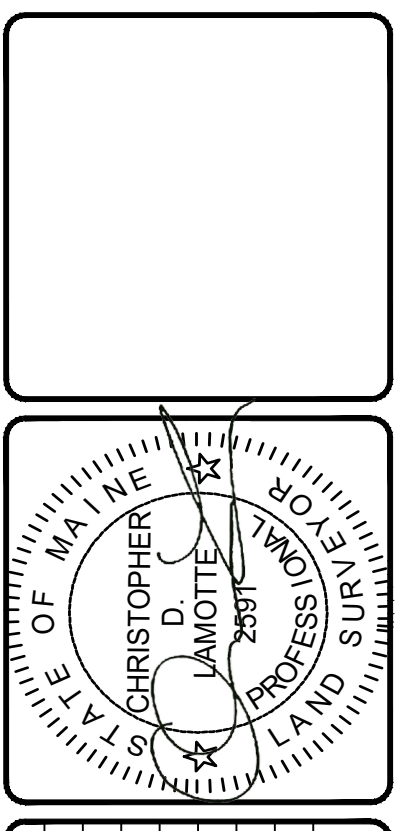
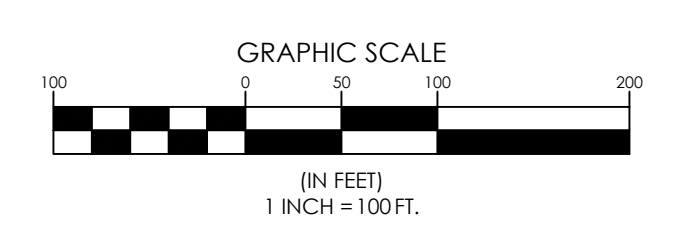
LOCATION MAP

GENERAL NOTES:

- THE RECORD OWNER OF THE PARCEL IS NEW GEN ESTATES BY DEED DATED JANUARY 2, 2024 AND RECORDED AT THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CCRD) IN BOOK 40566, PAGE 273.
- THE PROPERTY IS SHOWN AS BLOCK 26, LOT 2, UNIT A ON THE TOWN OF WINDHAM TAX MAP 18 AND IS LOCATED IN THE COMMERCIAL 1 (C-1) DISTRICT.
- TOTAL AREA OF PARCEL IS APPROXIMATELY 38.59 ACRES PER PLAN REFERENCE 5A.
- BOUNDARY AND TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED UPON PLAN REFERENCE 5A. FIELD WORK WAS PERFORMED BY SEBAGO TECHNIQS, INC. IN NOVEMBER OF 2024 TO VERIFY THE BOUNDARY AND TOPOGRAPHIC INFORMATION.
- PLAN REFERENCES:
 - A. "EXISTING CONDITIONS LAND OF JLB WINDHAM LLC" DATED NOVEMBER 2022 SURVEYED BY BH2M AND PLAN IS UNRECORDED.
 - B. "AMENDED SUBDIVISION PLAN THE WINDHAM MALL" DATED APRIL 6, 2005 BY SURVEY, INC. AND RECORDED AT THE CCRD IN PLAN BOOK 205, PAGE 254.
- BASIS OF BEARING IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83, GEOID18 IN INTERNATIONAL FEET, PLAN REFERENCE 5A.
- BENCHMARK:
 - BM-1 X-CHEISEL IN HYDRANT, BONNET BOLT ELEVATION: 317.34 (NAVD88)
 - BM-2 BOX CUT IN CONCRETE FOOTER NORTHERLY CORNER ELEVATION: 315.17 (NAVD88)
- UTILITY INFORMATION DEPICTED HEREON, UNLESS OTHERWISE NOTED, IS OF QUALITY LEVEL D PER AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) STANDARD C/ASCE 38-02. UTILITIES DEPICTED HEREON MAY NOT NECESSARILY REPRESENT ALL EXISTING UTILITIES. CONTRACTORS AND/OR DESIGNERS NEED TO CONTACT DIG-SAFE SYSTEMS, INC. (1-888-DIG-SAFE) AND FIELD VERIFY EXISTING UTILITIES WITHIN THE PROJECT AREA PRIOR TO CONSTRUCTION AND/OR EXCAVATION.
- THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR WINDHAM, MAINE, CUMBERLAND COUNTY, PANEL NUMBERS 23005C0477F, 23005C0479F, 23005C0481F, and 23005C0483F, HAVING AN EFFECTIVE DATE OF JUNE 20, 2024. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE X, AREAS OF MINIMAL FLOODING.
- WETLAND AREAS SHOWN HEREON WERE DELINEATED BY MARK HAMPTON IN ACCORDANCE WITH THE 1987 ARMY CORPS OF ENGINEERS WETLAND DELINEATION MANUAL AND FIELD LOCATED BY MARK HAMPTON USING CONVENTIONAL SURVEY EQUIPMENT. VERNAL POOLS SHOWN HEREON WERE DELINEATED AND ASSESSED BY FLYCATCHER, LLC.
- SPACE AND BULK CRITERIA FOR THE C-1 DISTRICT ARE AS FOLLOWS:
 - NET RESIDENTIAL DENSITY: N/A
 - MINIMUM LOT SIZE: N/A
 - MINIMUM STREET FRONTAGE: 100 FEET
 - MINIMUM FRONT YARD: 0 FEET TO 20 FEET
 - MINIMUM SIDE YARD: 6 FEET
 - MINIMUM REAR YARD: 6 FEET
 - MAXIMUM BUILDING HEIGHT: 75 FEET
 - MAXIMUM BUILDING COVERAGE: %
- * SEE ORDINANCE FOR MORE PARTICULAR INFORMATION.

LEGEND

EXISTING	DESCRIPTION
---	PROPERTY LINE/R.O.W.
---	ABUTTER LINE/R.O.W.
---	DEED LINE/R.O.W.
---	VERNAL POOL SETBACK
---	WET LANDS
---	STREAM
---	SIGNIFICANT VERNAL POOL
---	EASEMENT
---	MONUMENT
N/F	NOW OR FORMERLY
BM-1	BENCHMARK
120 --- 118	CONTOURS
---	EDGE OF PAVEMENT
---	EDGE GRAVEL
G	GAS
W	WATER
⊕	WATER GATE VALVE
⊕	HYDRANT
⊕	SANITARY MANHOLE
SD	STORM DRAIN
---	CULVERT
⊕	DRAINAGE MANHOLE
⊕	CATCH BASIN
OHU	OVERHEAD UTILITY
⊕	TRANSFORMER PAD
⊕	ELECTRICAL MANHOLE
⊕	LIGHT POLE
⊕	UTILITY POLE
⊕	GUY WIRE
⊕	MONITORING WELL
⊕	WATER MANHOLE



REV.	BY	DATE	ISSUED TO CLIENT	STATUS
A	CDL	12/20/2024		

THIS PLAN SHALL NOT BE COPIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNIQS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNIQS, INC.

SEBAGO
TECHNIQS
SEBAGOTECHNIQS.COM
75 John Roberts Rd, Suite 4A
South Portland, ME 04106
207-260-2100
South Portland, Bridgton, Sanford and Bath

EXISTING CONDITIONS PLAN
OF:
FRANKLIN DRIVE
TM 18, BLOCK 26 LOT 2 UNIT A
WINDHAM, ME
FOR THE RECORDED OWNER:
NEW GEN HOSPITALITY MANAGEMENT LLC
675 MAIN STREET
SOUTH PORTLAND, ME 04106

DESIGNED	-
DRAWN	SRM / ERC
CHECKED	CDL
DATE	10/16/24
SCALE	1" = 100'
PROJECT	230411

230411EC.dwg, TAB.CDL