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March 8, 2016

Mr. Lou Pizzuti Maine Department of Environmental Protection Bureau of Remediation and Waste Management 17 State House Station Augusta, Maine 04333-0017

# Re: Processing Facility Application DEP# S-022458-WK-A-N | Requested Clarification and Additional Information Response

Dear Mr. Pizzuti:

On behalf of Fiberight, LLC (Fiberight) and the Municipal Review Committee (MRC), CES, Inc. (CES) is providing the following responses to your request for clarification and information in addition to the Solid Waste Processing license application submitted in June 2015 and the subsequent Deliverables (#1-#23).

We have provided responses to the letter dated February 3, 2016, from Lou Pizzuti sent to Craig Stuart-Paul (CEO, Fiberight) and Greg Lounder (Executive Director, MRC) followed by responses to the memo prepared by Victoria Eleftheriou. Where applicable, documents provided in support of each response are attached and numbered according to the section under which the information was requested.

Should you have any questions regarding the information provided, please feel free to contact us.

Sincerely, CES, Inc.

8 1-

Kyle Sullivan Senior Project Scientist

KS/DSP/jok Attachments

Denis St. Peter, P.E. Principal / Senior Project Manager

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# PROCESSING FACILITY APPLICATION

# MDEP REQUESTED CLARIFICATION AND ADDITIONAL INFORMATION RESPONSE

# SOLID WASTE PROCESSING AND RECYCLING FACILITY HAMPDEN, MAINE

Applicant: Municipal Review Committee, Inc. 395 State Street Ellsworth, ME 04605 207.664.1700

Applicant: Fiberight LLC 1450 South Rolling Road Baltimore, MD 21227 410.340.9387

> MARCH 2016 JN: 11293.001

Application Prepared By: CES, Inc. 465 South Main Street P.O. Box 639 Brewer, ME 04412 207.989.4824

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# February 3, 2016 Letter Responses

### Attachment 7, Financial Ability

**Comment:** Once completed, the finalized supporting financial documents need to be submitted.

**Response**: We understand MDEP is requesting financial ability submission materials for Covanta, who has been added as an investor in the project. The submission materials are included in Attachment 7 and additional supporting material in Attachment 8.

### Attachment 8, Technical Ability

**Comment:** This section must include a description of the personnel employed to design, construct, operate, maintain, and close the proposed processing facility. It is our understanding that Covanta will be the facility operator. This should be verified and Covanta's qualifications and experience should be described.

**Response**: A corporate overview of Covanta, a discussion of qualifications and experience, financial strength, and health and safety programs are included in Attachment 8.

### Attachment 9, Disclosure Statement

**Comment:** Covanta's interest in the project needs clarification. If their interest meets the licensing criteria contained in General Provisions, 06-096 CMR 400(12) (last amended April 6, 2015), supporting disclosure information must be submitted for Covanta.

**Response**: Covanta will provide the necessary disclosure documents for those employees that will have direct executive and managerial responsibility for the Fiberight Facility.

# Attachment 11 & 16, Fitting Harmoniously into the Natural Environment and Existing Uses and Scenic Character

**Comment:** Comments from the Department of Inland Fisheries and Wildlife previously provided in a March 18, 2015 Letter regarding maintenance of winter shelter for deer and minimizing impacts to bat habitat and habitat components still need to be formally addressed in the Application.

**Response**: A memo prepared by Roger St. Amand of CES is included in Attachment 11&16. The memo discusses the most current correspondence between CES and the Army Corp of Engineers in regard to deer wintering areas and long-eared bat habitat.







# Attachment 12, Site Design Information

**Comment:** This section states that a surface water monitoring point is shown on the Overall Site Plan; however, the monitoring point is not illustrated on the plan and the Application does not mention that surface water will be monitored. A clarification should be provided.

**Response**: Based on current information, there are no planned surface water monitoring points. References to a "surface water monitoring point" have been removed from Attachment 12. Revised text is included as Attachment 12.

# Attachment 13, Process Design Information

### Comment:

1. The third section, "Characteristics of Waste to be Received," should include a discussion of the actual materials that will be accepted at the facility. This section includes a general definition of municipal solid waste which mentions front end process residue (FEPR) and construction and demolition debris. We assume that these materials will not be accepted at the facility. A clarification should be provided.

### Response:

 The definition of solid waste includes front end process residues (FEPR) and construction and demolition debris. Fiberight does not intend to receive these types of solid waste from sources that have pre-separated these solid wastes or loads of waste in which these solid wastes are the primary constituent.

# Comment:

2. The section, "Products and Waste Generated" states that a breakdown of residues to be landfilled is included; however, we could not find this breakdown. A recent mass balance summary was provided to the Department and includes this breakdown. The mass balance summary should be appended to the facility Operations Manual and should be consistent with the process flow diagram.

### Response:

2. A revised mass balance that is consistent with the process flow diagram has been provided and is attached to this letter as attachment 25. A copy of this mass balance summary will be appended to the facility Operations Manual.

# Comment:

3. The approximate timeframe to fill a residue storage container should be provided. The description for residue storage states that residues will not be stored on site for longer than 24 hours, then states a full container will be transferred within 24 hours.







# Response:

3. There are multiple containers that will be used to collect and dispose of plant residues. The residues as detailed in the mass balance summary including: bulkies, textiles, trash, and combined diffused air flotation (DAF) residues will either be routed directly and/or loaded into a staged dump or walking floor trailer. With the volumes of these materials being produced, it is expected that this trailer will be filled every 3-4 hours depending on the overall average density of the combined residue stream. The total grit and glass will be deposited into a 40 cubic yard container, of which one would be filled in 23-24 hours. The combined boiler ash will also be deposited into a separate 40 cubic yard container, of which one would be filled in 18-19 hours.

# Comment:

4. Additional information regarding the ash handling system should be provided including whether bottom and fly ash will be combined or stored separately and provisions for dust control, if necessary.

# Response:

4. The system being utilized to collect boiler bottom ash and fly ash has been designed to minimize any air-borne dust. The Hurst boiler system includes two multi-cyclone collectors that capture the fly ash which is then routed to the wet ash conveyor where it is combined with the wet ash. This is done by a closed duct/conveying system to avoid any air-borne dust escaping. The dust collected in the baghouse is also sent to the wet ash conveyor in a similar manner using closed ash chutes/conveyors to allow it to mix with the wet ash stream. The final combined ash stream exiting the wet ash conveyor contains adequate moisture to eliminate any potential dust emissions and is conveyed to a staged container to be transferred for ultimate disposal.

# Comment:

5. The amount of post-hydrolysis solids (PHS) storage space needed and the timeframe for its storage should be provided. PHS may be stockpiled on the floor in the event it cannot be immediately fed into the boiler.

# Response:

5. There will be adequate floor storage allocated for approximately 12 hours' worth of PHS production, essentially providing one shift to trouble shoot and remedy any issue preventing the normal processing of the PHS.

# Comment:

6. An energy mass balance will be helpful in understanding the energy needs of the facility during a given period of time. The quantity of PHS and sludge from the dissolved air filtration (DAF) system expected to be produced, the quantity of PHS/DAF sludge needed as fuel and the quantity of supplemental fuel anticipated should be estimated. This will assist in our understanding of the process as well





confirm that there will not be an excess of fuel (PHS) that will ultimately require disposal. Deliverable #3 specifies that natural gas and bio-methane will be used as supplemental fuel for cold starts, hot starts and temperature control scenarios.

# Response:

6. The average quantity of PHS to be produced is approximately 11.25 tons per hour at 50% moisture. The average quantity of DAF sludge to be produced is approximately 0.75 tons per hour; however, it is not planned to use this material as a portion of the solid fuel for the biomass boiler. The steam produced from the two biomass boilers will be directed to a back pressure steam turbine generator (BPSTG) to produce process steam and power as well as to a fully condensing steam turbine generator (FCSTG) to produce additional power. All the energy produced by both STG's will be used internally. The average total expected energy requirement for the facility will be 3.2 MW. The energy generated by the steam produced by the two biomass boilers each processing 11.25 tons per hour of PHS is 3.1 MW as shown on the attached PHS Boiler/Steam Turbine Generator Summary included in Attachment 13. If there is a shortfall of energy produced, the required energy required will be purchased from Emera, the local utility company.

# Attachment 15, Traffic

### Comment:

1. The data source for MSW delivery vehicle percentages should be provided.

### Response:

1. The data used for determination of MSW delivery vehicle percentages was provided by MRC. This data was based on daily waste receipts and truck percentages at the Penobscot Energy Recovery Company facility during 2014.

### Comment:

2. The expected morning and afternoon peak delivery times and the hours during which the facility will accept MSW delivery should be stated.

### Response:

2. Waste will be accepted Monday through Friday between the hours of 07:00 and 17:00 and Saturday mornings. The peak morning delivery time will vary day to day based on the location of the wastes' source municipality and will likely be between the hours of 7:00 AM to 10:00 AM. Although the peak hour will not be the same every day due to the fact that MSW will be arriving from municipalities located at varying distances from the facility, it is likely that weekly schedules will be established, over time, so that the peak hours on each week day will become predictable.





Afternoon traffic will most likely be the highest between the hours of 15:00 and 16:00 PM. This is when administration personnel and first shift workers get out of work. This, coupled with waste deliveries, will most likely place the afternoon peak traffic during these hours.

### Comment:

3. The inventory and analysis of accidents from Maine DOT is missing even numbered pages. These pages need to be provided.

### Response:

3. The complete Maine Department of Transportation Accident Reports are included in Attachment 15. These reports include the previously omitted even pages.

### Attachment 17, Air Quality

**Comment:** This section states that nuisance odors are expected to be contained within the building based on operations at comparable facilities. Additional information regarding which facilities were used for comparison and what information was obtained about them to reach this conclusion should be provided. Information from the existing Virginia facility may also be helpful.

**Response**: The proposed Hampden facility operations and the configuration of the odor control system at Fiberight are unique. The unique configuration of the facility makes a direct comparison of odor control systems and operations with similar facilities in Maine impossible. The only other operationally similar facility is the Fiberight facility located in Lawrenceville, Virginia. The Lawrenceville, Virginia facility is smaller but operates in a similar manner to the proposed Hampden facility. According to Fiberight, there have been no odor related complaints at the Virginia facility. Fiberight will be the only solid waste processing facility that utilizes an ambient air capture system and an odor control scrubber system to control odors in the structure. Any odors that will be generated in the unprocessed waste storage and primary waste processing steps of the processing lines will be treated by the odor control system. Fiberight has designed the building to minimize the escape of potential nuisance odors from the structure.

Fiberight and MRC chose the proposed site, in part, based on its location in respect to separation from occupied buildings. The nearest occupied residence is located at a distance of approximately 3500' and is buffered by a generally forested area. Seasonal prevailing wind directions were evaluated based on 5 years of meteorological data collected at the Bangor International Airport (BIA). Given the proximity of BIA to the proposed site, and the similarities in topography, this data should be representative of the prevailing wind directions at the proposed site. During the spring and summer months when the potential for nuisance odors to





exist is generally higher, the prevailing wind direction is to the north. This direction is away from the closest residences. During the autumn and winter months when the potential for nuisance odor generation is the lowest, the prevailing wind direction is to the southeast. Neither of the conditions will convey potential nuisance odors in the direction of the nearest residences.

Nuisance odors could, potentially, be generated by trucks during queuing and departure from the site. Fiberight will implement daily facility inspections for the first month of full load operation. The inspections will continue on a daily basis if odor issues are identified. If the facility does not identify odor sources during the initial month of inspections, the inspection will be reduced to weekly. The inspections are performed in order to identify areas on-site that may be prone to accumulation of odor causing debris or spillage. The inspections will document current meteorological conditions and cleanliness of exterior operational areas at which there is the potential for nuisance odor generation in order to respond preemptively to avoid nuisance odor complaints. The Odor Management component of the O&M (Attachment 23) was revised to include the proposed inspection schedule and the form to be used.

# Attachment 20, Utilities

**Comment:** Previously requested information regarding the electrical utility connection location and Bangor Natural Gas pipeline upgrades still need to be provided. Once finalized, the facility's wastewater discharge permit, the contract/agreement with Waste Management and other pertinent agreements should be provided and appended to the Operations Manual.

**Response**: The electrical utility connection will follow the access road from Coldbrook Road to the facility. The connection to the facility will be at the northernmost corner of the processing building. Sheet C101 has been updated to include this connection which is included in Attachment #20.

Pertinent agreements and contracts will be provided to MDEP and appended to the O&M manual.

# Attachment 22, Residuals and Waste Derived Product Distribution List

### Comment:

1. The finalized agreement reached with Bangor Natural Gas to accept biogas into the pipeline will need to be provided for the project file.

# Response:

1. Attachment 22 includes a letter from Bangor Natural Gas confirming the expected condition of the pipeline when Fiberight comes online. When the agreement to accept gas to the pipeline is finalized, the agreement will be submitted to MDEP.





# Comment:

2. Fiberight's process description refers to manufacturing an energy bale from combustible rejects while the Operations Manual refers to producing an energy bale or engineered fuel pellet. It is unclear if Fiberight intends to manufacture this type of product. If so, additional information regarding the product constituents and the intended end use need to be provided. Additionally, it is likely that a license pursuant to Beneficial Use of Solid Wastes 06-096 CMR 418 (last amended April 6, 2015) must be obtained.

# Response:

 Fiberight does not intend to produce energy bales or pellets. At the time of the initial license application submittal, Fiberight was considering the potential for production of such a product but has since decided against including it in their process. The O&M included in Attachment 23 has been updated to reflect this clarification.

# Attachment 23, Operations & Maintenance Manual

### Comment:

1. B.9, Routine Maintenance and General Cleanliness: The site-specific inspection and maintenance plan recommended by Victoria should include both indoor and outdoor components. In addition, a tipping floor management plan needs to be developed and include a discussion of MSW management within the tipping floor and unprocessed MSW storage areas.

### Response:

 B.9, Routine Maintenance and Cleanliness: Section B.9 of the O&M has been updated to include site specific inspections and a maintenance plan including indoor and outdoor elements. Section B.11 was added to the O&M to include MSW management on the tipping floor. The revised O&M Manual is included in Attachment 23.

# Comment:

2. D.1, Acceptable Waste, Section 1 should describe how unacceptable waste will be handled. The facility needs to have a procedure for random inspection of incoming loads for hazardous or special wastes, and for preparing reports on the inspections. The location, design, size, and construction of the interim storage area must be shown on the facility site plan.

### Response:

2. D.1, Acceptable Waste: Screening for unacceptable waste will start at the scale house where the scale house attendant will randomly interview drivers as to the contents of their loads. A list of common unacceptable items will be clearly posted at the scale house. During the unloading process on the tip floor, a tip floor attendant will observe the loads as they are unloaded and examine any material suspected of being





unacceptable waste. Additionally, the loader operator will continuously look for material that may appear to be unacceptable waste as the incoming material is spread, stockpiled, and eventually fed onto the conveyors feeding the Primary Sort Process. There will be a designated safe area on the side of the tip floor where a container(s) will be positioned such that any unacceptable waste will be set aside for temporary storage until appropriate disposal can be arranged.

### Comment:

3. D.3, Secondary Materials may need to be revised if an energy bale or fuel pellet will be manufactured.

### Response:

3. D.3, Secondary Materials: Fiberight will not be producing energy bales or energy pellets, and the O&M included in Attachment 23 has been revised to reflect the facility's planned operations.

### Comment:

4. D.4, Section 0.4 states that no liquid waste will be generated, except process wastewater from periodically purging the plant water system. Elsewhere the Application states that 36,000 gpd of wastewater will be generated. It is our understanding that the wastewater output will be 36,000 gpd. A clarification should be provided.

### Response:

4. D.4, Clarification of Wastewater Quantity: The Mass Balance information provided to the MDEP has been updated to reflect the latest facility design information. The current expected average wastewater discharge will be 150,000 gallons per day. The wastewater is primarily made up of cooling tower blowdown accounting for roughly 66% of the wastewater discharged from the facility. Purge water from the waste processing system is approximately 33% of the wastewater generated, and there is a small contribution from the sanitary sewer system. Fiberight and CES are working with the Bangor Sewer District to accept this wastewater. A letter from Bangor Sewer District is included in Attachment 20.

# Comment:

5. I., Annual Report: Items 1-4 will also need to include type of wastes, products, secondary materials, and residuals. Item 5 will need to include any responses to complaints received. Other necessary annual report information includes a complete description of residues leaving the site for disposal, including type and weight by destination, and data and results of waste characterization and analysis. The annual report will also need to include the demonstration required by Processing Facilities, 06-096 CMR 409(4)(1)(d) and (e) (last amended July 27, 2014).





# Response:

5. I., Annual Report: The annual inspection section of the O&M manual was updated to include the additional requested information and is included in Attachment 23.

# Attachment 25, Solid Waste Hierarchy

**Comment:** Additional information is needed in order to determine whether the facility "will recycle or process into fuel for combustion all waste accepted at the facility to the maximum extent practicable, but in no case at a rate less than 50%" in accordance with 06-096 CMR 409(2)(C). The conclusion states that the proposed processing system "significantly reduces the volume of solid waste needing land disposal," but does not provide a quantitative summary. The quantitative summary should be derived from the facility mass balance once the input water is reconciled with the purge water shown on the recently revised mass balance table. This information should be provided.

**Response:** In accordance with 06-096 CMR 409(2)(C) Fiberight "will recycle or process into fuel for combustion all waste accepted at the facility to the maximum extent practicable but in no case at a rate less than 50%". The attached revised mass balance and associated "Block Diagram – As Received Mass Balance" provide a quantitative summary and has been revised to account for water inputs to the processing system. Water is added to the process during the secondary sort and fines processing. Water is added in the form of steam during pulping, hydrolysis pretreatment, and anaerobic digester feed preparation.

As estimated in the mass balance summary, between 475 and 525 tons per day of waste will be diverted from landfills. The overall percentage of waste recycled or processed into fuel (e.g., PHS, biogas, wood, alternative daily cover, aggregate material for construction) at the Fiberight facility is anticipated to range between 70% and 80%, dependent upon the actual composition of the waste.





# Response to Memorandum Dated February 3, 2016

- From: Victoria Eleftheriou, P.E., Environmental Engineering Service Manager Division of Technical Services
- To: Lou Pizzuti, Environmental Specialist-Division Of Solid Waste Management

# Attachment 1, Description

**Comment:** This section notes that the facility will be designed to accept up to 650 tons of MSW per day; however, Attachment 13 specifies that the facility will be designed to accept up to 950 tons and process up to 650 tons of MSW per day. We assume that the latter is correct. If so, a plan to effectively manage the additional 300 tons per day during full-scale production should be developed.

**Response:** Since the MSW will be delivered to the facility on a six day basis, in order to process 650 ton per day (TPD), seven days a week, the average daily delivery would need to be 758 TPD. Since the Saturday deliveries will be limited, it has been assumed that the deliveries will actually be on a five and a half day basis, which increases the average daily delivery requirement to 827 TPD. Additionally, since it cannot be guaranteed that the MSW deliveries will be distributed equally on every delivery day, facilities such as this need to be able to handle an expected peak delivery day from the perspective of traffic, scale turnaround time, and MSW storage and handling. A reasonable peak delivery day factor of fifteen percent has been added to the average daily delivery tonnage of 827 TPD bringing the peak delivery day total to 951 TPD. The access road, scale position, and MSW storage and handling facilities have been designed to handle the above stated weekly and peak delivery pattern.

# Attachment 12, Proposed Site Plan (Updated with Deliverable 23)

# Comment:

 Riprap protection should be provided at the pipe outlets from the vegetated underdrain soil filters and roofline edge filters, the 6-inch pipe inlet and outlet from the tank area to soil filter #1 and the pipe inlet to the proposed 18-inch storm drain. Supporting sizing calculations should be provided. A typical culvert inlet/outlet protection detail is illustrated on Sheet C502 and specifies a d<sub>50</sub> of 6 inches.

# Response:

1. Sheet C101, The proposed Site Plan has been updated to include rip-rap protection at the vegetated underdrain soil filter and roofline edge filter pipe outlets, the 6-inch pipe inlet and outlet from the tank area to soil filter #1, and the pipe inlet to the proposed 18-inch storm drain. The revised site plan is included in Attachment 20. Supporting size calculations are included in Attachment 12.





# Comment:

2. A roofline drip strip is illustrated on the northernmost edge of the proposed building; however, an outlet pipe is not shown and an edge filter was not modelled in this location within the stormwater hydrologic calculations. A clarification should be made as necessary.

# Response:

2. The drip strip located on the northernmost edge of the building is not intended to operate as a stormwater Best Management Practice (BMP). Sheet C101 has been revised accordingly and is included in Attachment 20.

# Subsurface Investigation Information

# Comment:

1. S.W. Cole's Report incorporating their final recommendations along with the details of their additional auger probes should be provided at this time. CES notes that the final report was anticipated in June 2015.

### Response:

1. The *Exploration and Geotechnical Engineering Services* (August 17, 2015) report prepared by S.W. Cole is included in Attachment 12.

### Comment:

2. We recommend that S.W. Cole or an alternate qualified professional be retained to provide construction quality assurance and testing services to verify that the design components related to earthworks and stormwater management are appropriately implemented.

### Response:

2. Appropriately trained and qualified personnel will be retained to provide construction quality assurance during earthwork and to ensure stormwater management is appropriately implemented.

# Attachment 17, Air Quality

**Comment:** G. Odor Control. CES should provide a comparative evaluation with similar existing facilities considering all potential odor sources and site-specific factors such as topographical and meteorological conditions that demonstrates that the proposed facility will not create nuisance odor at occupied buildings. We discussed the need for this additional information with CES, MRC and Fiberight during our October 2015 meeting. CES noted that this information would be submitted as part of Deliverable #19. We do not have a record of this information being submitted to date. The information should be submitted at this time.





Response: Please see previous discussion in response to Mr. Pizzuti.

### Attachment 18A, Basic Standards Submission

### Maintenance Plan of Stormwater Management System

### Comment:

1. B.1., Vegetated Areas. The vegetation within the grassed underdrain soil filter should be rototilled if the filter area does not drain within 48 hours to reestablish the soil's filtration capacity.

### Response:

1. B.1., Vegetated Areas: Attachment 18A has been revised to specify that the grassed underdrain will be rototilled if the filter area does not drain within 48 hours in order to reestablish filtration capacity. The revised attachment is included as Attachment 18A

### Comment:

2. B.2. a., Soil Filter Inspection. For clarity, this section should be updated to specify that the soil filter will be inspected at least once every six months to ensure that it is draining within 48 hours following <u>a l-inch storm or greater</u> for conformance with Maine's Stormwater Best Management Practices Manual, updated May 2014. In addition, following storms that fill the system to overflow, the system must drain in no less than 36 to 60 hours.

### Response:

2. B.2.a., Soil Filter Inspection: This section of the O&M has been updated to read "the filter should be inspected at least once every six months to ensure that it is draining within 48 hours following an 1 inch or greater rain storm; and that, following storms that fill the area to overflow, the area must drain in no less than 36 to 60 hours. If the system drains too fast, the orifice on the underdrain outlet may need to be modified."

# Attachment 21, Flooding

**Comment:** Post Development Drainage. For clarity, the post developed hydrology plan illustrates 9 not 8 distinct drainage areas. Subarea 9, a 0.33-acre area to the northwest of the proposed building, was inadvertently not included within the narrative but was included within the hydrologic calculations.

Sheet C501, Site Details

Typical Frost Wall backfill & Drip Edge Detail. The detail specifies a dripline filter trench width of 4 feet; however, the sizing calculations provided in Attachment 18B note that a minimum trench width of 5.5 feet is required. A clarification should be made.





Sheet C502, Erosion Control Details and Notes

Grassed Underdrain Soil Filter Field Detail. Construction details for the proposed emergency spillway should be provided on the drawings. In addition, the dimensions of the riprap apron and the d<sub>50</sub> riprap size should be clearly specified.

**Response:** Post Development Drainage: The description for Subarea 9 was added to the written description of the drainage areas. The revised description is included in Attachment 18B

<u>Sheet C501. Site Details</u>: Sheet C501, specifically the Typical Frost Wall Backfill and Drip Edge Detail was updated to reflect a filter trench width of 5.5 feet to be consistent with calculations found in Attachment 18B.

<u>Sheet C502, Erosion Control Details and Notes</u>: The Grassed Underdrained Soil Filter Emergency Spillway Detail was added to Sheet C501. The Grassed Underdrained Soil Filter Elevations tables on Sheet C502 were updated to include the emergency spill way elevations.

# Attachment 23, Operations and Maintenance Manual

# Comment:

1. B., General Operations. The process description should be updated to be consistent with the updated process diagram submitted on December 8, 2015. All of the process components should be clearly described. This section and Attachment 13 should be updated accordingly. Revisions to the Operations and Maintenance Manual (Manual) could be made a condition of the Solid Waste License.

# Response:

1. B., General Operations: The O&M process description is consistent with the process diagram submitted on December 8, 2015. As suggested, Fiberight is willing to accept, as a condition to their license, a requirement to make revisions to the O&M Manual.

# Comment:

2. B.9., Routine Maintenance and General Cleanliness. A site-specific inspection and maintenance plan (Plan) will need to be established for the inspection and maintenance of the proposed processing facility infrastructure. Provisions for tracking maintenance needed and corrective actions performed should be included. A floor drain inspection and maintenance plan was provided as Deliverable #16. Applicable sizing calculations for the leachate trenches, common pit and common drainage tank should be provided. The common pit and drainage tank should be clearly illustrated on the General Arrangement Process Diagram. The Plan including Deliverable #16 should be appended to the facility Manual. In addition, the sample BMP Inspection Log and corresponding procedures should be appended to the Manual.







# Response:

2. B.9., Routine Maintenance and General Cleanliness: The attached O&M has been revised to include procedures for inspection and maintenance once the proposed facility begins operation.

The preliminary specification and layout of the leachate trenches, common pit, and common drainage tanks was established as per good engineering practice and anticipated facility operations. The trench system as designed will have the capacity to handle over 500 gpm of leachate and wash down water, which exceeds projected leachate and water usage estimates. The trench system as described in Deliverable #16 is designed to allow for ease of periodic inspection and cleaning.

# Comment:

- 3. F. Odor Control. The Odor Management, Complaint, and Response Plan provided as Deliverable #19 should be appended to this section of the Manual. We have the following additional comments regarding this plan:
  - a. Section 2.0 should be updated to specify procedures that will be implemented to minimize the potential for odor from waste hauling vehicles as they enter the facility property and are waiting to off-load. For example, if waste hauling vehicles arrive containing certain waste streams that exhibit a higher degree of odor they should be given higher priority for delivery and off-loading rather than having to idle in line. We discussed this approach with CES, MRC and Fiberight during our October 2015 meeting.
  - b. Section 4.0 should discuss provisions for odor minimization during timeframes when an odor control scrubber may be offline due to routine maintenance activities.
  - c. Section 5.3 should provide an anticipated timeframe for procuring the specified odor neutralizing agents. MRC and Fiberight need to provide assurance that neutralizing agents as well as critical back-up equipment can be obtained in a timely manner.

# Response:

- 3. F., Odor Control
  - a. The Odor Management, Complaint, and Response Plan has been updated to included methods by which the operator will minimize the time that odorous waste deliveries remain in the que for entrance to the tip floor and added to the O&M which is included as Attachment 23.







- b. The Odor Management, Complaint, and Response Plan has been updated to included methods to minimize potential nuisance odors during timeframes when the odor scrubber system is inoperable or operating at a limited capacity. This description has been included in Attachment 23.
- c. The Odor Management, Complaint, and Response Plan has been updated to specify odor neutralizing agents will be stored on-site in sufficient quantities to address localized odor issues (i.e. single truck or localized leaking leachate from trucks).

# Deliverable #11

**Comment:** It is our understanding that additional upgrades to the natural gas pipeline between Hampden and Bangor will need to be completed prior to facility operations. Once upgrades are completed, verification should be provided to the Department.

*Response:* The Department will be notified when the upgrades to the natural gas pipeline are completed.

### Deliverable #13

**Comment:** As a reminder, an updated process mass balance table detailing all inputs and outputs including flow still needs to be submitted.

**Response:** The updated mass balance detailing inputs and outputs of each process step and a table summarizing the recovery and disposal rates of each process output is included in Attachment 25.

# <u>General</u>

### Comment:

1. Construction-ready drawings and technical specifications for the project will need to be prepared and submitted to the Department for review and approval at some point prior to construction activities.

### Response:

1. When construction drawings and specifications are available, they will be provided to the MDEP.



# Comment:

2. Record drawings illustrating infrastructure layout, stormwater management structures and other applicable features should be provided to the Department at the conclusion of construction activities.

# Response:

2. Record drawings will be available following the completion of construction activities.





# ATTACHMENT 7

**FINANCIAL ABILITY** 



December 18, 2015

Maine Department of Environmental Protection 17 State House Station Augusta, ME 04333-0017

RE: Fiberight LCC – Financial Capacity Letter

Dear Sir/Madam,

Covanta Energy, LLC is writing this letter in support of Fiberight LLC's proposed advanced waste processing facility to be located in Hampden, ME (the "Project").

Covanta Energy, LLC is engaged with Fiberight to support the development, financing, construction and operation of the Project, leveraging our 30+ years experiencing converting municipal solid waste into clean renewable energy, recycling metals and other commodities, and helping communities meet their goals for environmental stewardship and sustainability. Since the summer, we have been working with Fiberight's management and technical team and we visited their Lawrenceville, VA demonstration plant as part of our diligence efforts. Covanta conducted a review of financial projections related to the Project and we executed a term sheet for a long-term strategic partnership with Fiberight which starts with the Project.

We have reviewed the proposed budget for the project (attached hereto), totaling approximately \$67 million, and we can confirm that we are interested in supporting Fiberight with project finance in the form of an equity investment in the Project.

This letter is not intended to be a binding commitment to provide financing. A binding financing commitment is subject to successful completion of due diligence activities, including, but not limited to, the Project receiving relevant waste permits from Maine DEP, and Fiberight entering into an acceptable waste supply agreement with MRC Maine and its charter communities which, as we understand, is very close to completion.

Sincerely,

J. Wille

Steven B. Weber, P.E. Vice President, Business Development

Attachment Cc: M. Mulcahy S. Tralins M. De Castro Steven B. Weber, P.E. Vice President Business Development

 Covanta Energy, LLC

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 Morristown, NJ 07960

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 862.345.5332

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Project Directs	
Site development	\$2,155,832
Foundations & Concrete	\$1,553,692
Building Construction	\$3,309,057
Total Real Estate	\$7,018,582
MRF	\$3,933,415
Pulping System	\$2,196,771
Recyclables Separation/Transfer	\$406,587
Wash System	\$3,436,048
Pre-Treatment System	\$880,095
Hydrolysis	\$8,585,758
A/D feed Prep	\$514,614
Anaerobic Digestion System	\$5,672,203
Energy Systems	\$7,898,055
Cleaning In place	\$240,943
Emissions & Odor Control System	\$848,583
Digester Gas Clean-up & Compression	\$3,411,222
Utilities	\$504,428
Valves & Piping (Balance of Plant)	\$3,392,915
Total Machinery & Equipment	\$41,921,635
Steel, Mechanical & Electrical Installation	\$15,181,416
Total Installation	\$15,181,416
Total Project Directs	\$64,121,633
Engineering Permits & Project Management	¢0 055 450
	<b>⊅∠,800,103</b>
rees a working Capital	\$U
Total Project Indirects	\$2,855,153
Total Project Cost estimate	\$66.976.786
	÷••;•••



### Powering Today, Protecting Tomorrow,

### Covanta Holding Corporation Reports 2015 Fourth Quarter And Full Year Results And Provides 2016 Guidance Company Release - 02/16/2016 16:15

MORRISTOWN, N.J., Feb. 16, 2016 /PRNewswire/ - Covanta Holding Corporation (NYSE: CVA) ("Covanta" or the "Company"), a world leader in sustainable waste and energy solutions, reported financial results today for the three and twelve months ended December 31, 2015.

	5	Y 2014	F	Y 2015
	(Un	audited, \$ in per share	amount	s, except IS)
Revenue	\$	1,682	\$	1,645
Net (Loss) Income	\$	(2)	8	68
Adjusted EBITDA	\$	474	\$	428
Free Cash Flow	\$	240	8	147
Adjusted EPS	\$	0.39	\$	0.07

### Highlights and Accomplishments:

- Completed 5 additional strategic acquisitions to expand Environmental Solutions business
- Commenced NYC MTS contract operations
- Established regional metals processing facility in Fairless Hilts, PA
- Durham-York moved into commercial operations in January 2016
- Dublin project construction over 50% complete on track for late 2017 operations
- Continuous Improvement initiatives underway utilizing Lean Six Sigma methodologies
- Repurchased \$50 million of stock Q4 2015 through January 2016

"We've taken several important steps forward since our last earnings call: we moved the Durham-York EfW project into commercial operations, made continued progress on a number of fronts in our strategic plan, and took advantage of the volatile market conditions to repurchase \$50 million of stock," said Stephen J. Jones, Coventa's CEO. "Our Dublin facility is now more than halfway through construction and, operationally, our core ERW business is running very well. While we face continued weakness in the commodities markets, our long-term cutlook for growing Free Cash Flow remains strong."

### Full Year 2015

For the twelve months ended December 31, 2015, total revenue decreased by \$37 million to \$1.65 billion from \$1.68 billion in 2014. Decreases in energy, recycled metals and construction revenue were partially offset by new waste and service revenue.

Same store North America EfW revenue decreased by \$47 million as follows:

- waste and service revenue increased by \$13 million;
- energy revenue decreased by \$25 million, primarily driven by lower energy pricing; and
- recycled metals revenue decreased by \$35 million, driven by a decline in recycled metal market pricing.

Also within North America EfW revenue, contract transitions, including lower debt service revenue, resulted in a decrease of \$14 million. Transactions, crimarily related to the Punetees EfW operating contract, increased revenue by \$7 million.

All other revenue (non-EW operations) increased by \$16 million on a consolidated basis. Waste and service revenue from non-EfW operations increased by \$80 million, primarily due to the start-up of the New York City MTS contract and contribution from newly acquired environmental services businesses, while energy revenue from non-EfW operations decreased by \$28 million, driven primerily by economically dispatching a biomass facility and lower market pricing. Other operating revenue decreased by \$38 million, primarily due to jower construction revenue.

Excluding net write-offs (1), operating expense increased by \$28 million to \$1.5 billion. The year-over-year increase was primarily due to:

- a \$41 million increase in North America E/W plant operating expense due primarily to additional expense of \$31 million related to the adoption of the service concession arrangement accounting guidance, as well as an \$8 million increase due to contract transitions and a \$7 million increase due to transactions partially offset by a \$8 million decrease in same store plant operating expense;
- a \$33 million increase in North America segment non-ERW plant operating expense, primarily related to newly acquired Environmental Solutions businesses, the start-up of the New York City MTS contract and additional costs related to transfer stations, partially offset by lower incentive companiation and economically dispatching a biomass facility;
- a \$28 million decrease in other operating expense incurred due to lower construction expense and the sale of our insurance business at the end of 2014; and
- a \$17 million decrease related to depreciation and amortization expense and general and administrative expense.

Excluding net write-offs (1), operating income decreased by \$65 million to \$143 million in 2015 due to the revenue and expense items noted above

Adjusted EBITDA declined by \$46 million on a year-over-year basis to \$428 million due to the decline in the commodities markets, start-up and construction expense associated with the Durham York facility and contract transitions, partially offset by a lower incentive accrual and the benefits from the ramp of the New York City MTS contract and Environmental Solutions acquisitions.

Free Cash Flow declined by \$93 million to \$147 million, primarily as a result of lower Adjusted EBITDA, higher maintenance capital expenditures, and net cash outflow for working capital

Adjusted EPS decreased by \$0.32 to \$0.07. The decrease was driven primarily by lower operating income.

### Shareholder Returns

In 2015, the Company paid its cash dividend of \$1.00 per share on annualized basis and repurchased \$32 million (2) of stock in the fourth guarter.

### Fourth Quarter Results

For the three months ended December 31, 2015 compared to the same period last year:

- Total revenue decreased \$3 million to \$432 million;
- Adjusted EBITDA decreased \$4 million to \$127 million;
- Free Cash Flow increased \$10 million to \$84 million; and
- Adjusted EPS decreased by \$0.03 to \$0.03.

### 2016 Guidance

The Company is establishing guidance for 2016 for the following key metrics:

(In mittions)

	2015	2016
Metric	Actual	Guidance Range
Adjusted EBITDA	\$ 428	\$ 390-\$ 430
Free Cash Flow	\$ 147	\$ 140 - \$ 180

### Conference Call Information

Covanta with host a conference call at 8:30 AM (Eastern) on Wednesday, February 17, 2016 to discuss its fourth quarter and tuil year results. The conterence call will begin with prepared remarks, which will be followed by a question and answer session. To participate, please dial 1-800-860-2442 approximately 10 minutes prior to the scheduled start of the call, If catting from Canada, please dial 1-866-605-3852. If calling outside of the United States and Caneda, please dial 1-412-858-4600. Please request the "Covanta Holding Corporation call when prompted by the conference catt operator. The conterence call witt also be webcast five trom the Investor Relations section of the Company's website. A presentation will be made available during the call and will be found on the investor Relations section of the Covarta website at www.covarta.com

A replay will be available one hour after the end of the conteience call through 9:00 AM (Eastern) February 24, 2016. To access the replay, please diet 1-877-344-7529, or from outside of the United States 1-412-317-0068 and use the reptay conference to number 10079278. The webcast will also be archived on www.covanta.com.

### About Covanta

Covanta is a world leader in providing sustainable waste and energy solutions. Annually, Covanta's modern Energy from Waste tacilities sately convert approximately 20 mittion tons of waste from municipalities and businesses into cleen, renewable electricity to power one million homes and recycle approximately 500,000 tons of metal. Through a vast network of treatment and recycling tacilities, Covanta atso provides comprehensive industriel material managoment services to companies seeking solutions to some ot today's most comptex environmentat challenges. For more information, visit coventa com

### Cautionary Note Regarding Forward-Looking Statements

Certain statements in this press release may constitute "forward-looking" statements as defined in Section 27A of the Securities Act ot 1933 (the "Securities Act"), Section 21E of tho Securities Exchange Act of 1934 (the "Exchange Act"), the Private Securities Litigation Reform Act of 1995 (the "PSLRA") or in raleases made by the Securities and Exchange Commission ("SEC"), all as may be amended from time to time. Such torward looking statements involve known and unknown risks, uncertaintres end other important tactors that could cause the actual results, performance or achievements of Covanta Holding Corporation and its subsidiaries ("Covanta") or industry results, to differ materially from any future results, performance or achievements expressed or implied by such forward looking statements. Statements that are not historicat fact are forward looking statements. For additional information see the Cautionary Note Regarding Forward-Looking Statements at the end of the Exhibits.

### (1) 2015 and 2014 include net write-offs of \$43 million and \$64 million, respectively.

(2) Approximately \$2 mittion of common stock repurchased during 2015 was settled and paid in January 2016.

Exhibit 1

### Covanta Holding Corporation

### Consolidated Statements of Operations

	Three Months Ended December 31,		Tweive Months Ended December 31,	
	2015	2014	2015	2014
	(1	(Unaudited) (In mittions, except per share amounts)		
Operating revenue				
Waste and service revenue	S 299	\$ 272	\$ 1,104	\$ 1,032
Recycled metals revenue	12	21	ê1	93
Energy revenue	102	110	421	460
Other operating revenue	19	32	59	97
Totat operating revenue	432	435	1,645	1,682
Operating expense			- <u></u>	
Plant operating expense	280	257	1,129	1,055
Other operating expense	18	35	73	10 <del>1</del>
Generat and administrative expense	22	24	93	97
Depreciation and amortization expanse	50	54	198	211
Net interest (income) expense an project debt	(1)	2	9	10
Net write-offs (a)	19		43	64
Total operating expense	386	372	1,545	1,538
Operating income	44	63	100	144
Other income (expense)	·			
trivestment income		1	-	1
Interest expense	(33)	(33)	(125)	(125)
Non-cash convertible debt ratated expense	_	-	-	(13)
Loss on extinguishment of debt			(2)	(2)
Other income, net	_	(1)	(1)	(1)
Totat other expense	(33)	(33)	(128)	(140)

income (loss) before income tax benefit (expense) and equity in net income from unconsolidated investments	11	30	{28}	4
Income tax benefit (expense)	65	(39)	84	(15)
Equity in nel income from unconsolidated investments	2	5	13	10
Net Income (Loss)	78	(4)	69	(1)
Noncontrolling interests:			<b></b>	
Less: Net income attributable to noncontrolling interests in subsidiaries	1	1	1	1
Net Income (Loss) Attributable to Covanta Holding Corporation	\$ 77	\$ (5)	\$ 68	5 (2)
Weighted Average Common Sheres Outstanding:				
Basic	131	131	132	130
Disuted	133	131	133	130
Earnings (Loss) Per Shere:				
Basic	\$ 0.59	\$ (0.04)	\$ 0.52	\$ (0.01)
Diluted	\$ 0.58	\$ (0.04)	\$ 0.51	\$ (0.01)
Cash Dividend Declared Per Share:	\$ 0.25	\$ 0.25	\$ 1.00	\$ 0.86

(a) For additionet information, see Exhibit 4 - Note (a) of this Press Release

Exhibil 2

### Covarita Holding Corporation

### **Consolidated Balence Sheets**

	As of De	cember 31,
	2015	2014
	(Unaudited)	····-
	(In millions, excep	it per share amounts)
ASSETS		
Current:		
Cash and cash equivalents	\$ 94	S 84
Restricted funds held in Irust	77	105
Receivebles (less allowances of \$7 and \$6, respectively)	312	299
Deferred income taxes		29
Prepeid expense and other current essets	122	102
Assets held for sale	97	96
Total Carrent Assets	702	715
Property, plant and equipment, net	2,690	2,607
Restricted funds held in trust	81	91
Waste, service and energy contract intengibles, net	284	314
Other intangible assets, net	38	17
Goodwill	301	274
Investments in investees and joint ventures	10	12
Other assets	153	176
Total Assets	\$ 4,259	\$ 4,206
LIABILITIES AND EQUITY		<u></u>
Current:		
Current portion of long-term debi	<b>S</b> 8	\$ 5
Current portion of project debt	16	35
Accounts payable	90	33
Accrued expense and other current liabilities	234	306
Liabilities held for sele	23	26
Total Current Liebilities	371	405
Long-term debi	2,277	1,968
Pioject debl	185	190

Deferred income taxes		595		743
Waste, service and other contract interrgibles, net		13		19
Other liebilities		178		<del>9</del> 7
Total Liebrities		3,619		3,422
Equity:				•
Coventa Holding Corporation stockholdars' aquity:				
Preferred stock (\$0.10 par value; euthorized 10 shares; none issued and outstanding)		•••		
Common stock (\$0 10 per value; euthorized 260 shares; issued 136 shares; outstanding 131 and 133 shares, respectively)		14		14
Additional pard-in capital		801		805
Accumulated other comprehensive loss		(34)		(22)
Accumulated deficit		(143)		(15)
Treasury stock, at par		_		-
Total Covanta Holding Corporation stockholders equity	<u></u>	638	·	782
Noncontrolling interests in subsidiaries		2		2
Totat Equity		640		784
Totat Liabitties and Equity	\$	4,259	\$	4,206

### Exhibit 3

### Covanta Holding Corporation

Consolideted Statements of Cesh Flow

	Tweive Mon Decemi	hs Ended er 31,	
	2015	2014	
	(Unaudited)		
OPERATING ACTIVITIES:			
Net income (loss)	\$ 69	\$ (1)	
Adjustments to reconcile net income (loss) to net cash provided by operating activities from continuing operations:			
Depreciation end emontization expense	198	211	
Nel write-offs (a)	43	64	
Loss on extinguishment of debt	2	2	
Non-cash convertible debt related expense	_	13	
Stock-besed compansation expense	18	17	
Deferred income taxes	(11)	4	
RS audit settlement	(93)		
Other, net	17	14	
Change in restricted funds held in trust	28	11	
Change in working capital, net of affacts of acquisitions	(22)	5	
Nat cash provided by operating activities from continuing operations	249	340	
Nat cash provided by operating activities of discontinued operations	_	1	
Nat cash provided by operating activities	249	341	
INVESTING ACTIVITIES:			
Purchase of property, plant and equipment	(376)	(216)	
Acquisition of business, net of cash acquired	(72)	(13)	
Acquisition of noncontrolling interest in subsidiary		(12)	
Proceeds from the sale of available for sale marketable securities	<u> </u>	11	
Propeny insurance proceeds	1	2	
Other, net	(1)	(4)	
Net cash used in investing activities from continuing operations	(448)	(232)	
Net cash provided by investing activities of discontinued operations	-	3	
Net cash used in investing ectivities	(448)	(229)	
FINANCING ACTIVITIES:			
Proceeds from borrowings on long-term debt	294	412	
Proceeds from borrowings on revolving credit facility	895	531	
Proceeds from aculoment financino capital lease	15	63	

Proceeds from bonowings on project debt	59	63
Proceeds from borrowings on Dublin Convertible Preferred	86	-
Payments releted to Cash Conversion Option	_	(83)
Proceeds from settlement of Note Hedge	_	83
Principal payments on long-lerm debt	(196)	(557)
Payments of borrowings on revolving credit facility	(692)	(496)
Payment of equipment financing capital lease	(4)	(1)
Principal payments on project debt	(85)	(52)
Change in restricted funds held in trust	5	(43)
Payment of datened financing costs	(11)	(36)
Cash dividends paid to stockholders	(133)	(101)
Common stock repurchased	(30)	_
Other, nel	5	7
Net cash provided by (used in) financing activities from continuing operations	206	(210)
Net cash used in financing activities of discontinued operations		(6)
Net cash provided by (used in) financing activities	208	(216)
Effect ef exchange rate changes on cash and cash equivalents	(4)	(5)
Net increese (decrease) in cash end cash equivalents	5	(109)
Cesh and cash equivalents at beginning of peried	91	200
Cesh and cash equivalents at enul of period	96	91
Less: Cash end cash equivelents of discontinued operations of end of period	2	7
Cash and cash equivalents of continuing operations at end of period	\$ 94	\$ 84
		· · · · · · · · · · · · · · · · · · ·

(e) For edultional information, see Exhibit 4 - Note (a) of this Press Release.

### Covanta Holding Corporation

Reconciliation of Net Income (Loss) to Adjusted EBITDA

	Three Months Ended December 31,		Twelve Mo Decer	nths Ended niber 31,	
	2015	2014	2015	2014	
		(Unaudited	L In millions)	· <u> </u>	
Net income (Loss) Attributable to Covanta Holding Corporation	<b>\$</b> 77	5 (5)	\$ 68	\$ (2)	
Operating loss related to insurance subsidiaries	<u> </u>	1	_	2	
Depreciation and amortization expense	50	54	198	211	
Debt service:					
Net interest (Inceme) expense on project debt	(1)	2	9	10	
interest expense	33	33	125	125	
Non-cash convertible debt related expense	_			13	
Investment income	_	{1}		(*)	
Subtotal debt service	32	34	134	147	
income tax (benefit) expense	(65)	39	(84)	15	
Nel write-offs <sup>(a)</sup>	19	-	43	64	
Loss on extinguishment of debt	_	_	2	2	
Net income attributable to noncontrolling interests in subsidieries	1	1	1	1	
Other adjustments:					
Debt service billings in excess of revenue recognized	-	1	1	2	
Severance and other restructuring (b)	1	3	4	9	
Non-cash compensation expense (*)	3	2	18	17	
Capital type expenditures al service fee operated facilities <sup>(d)</sup>	6	-	31		
Other (e)	з	1	12	6	
Subtotal other adjustments	13	7	65	34	
Total adjustments	50	135	360	475	
Adjusted EBITDA	\$ 127	\$ 131	\$ 428	\$ 474	

(a) During the three end twelve menths ended December 31, 2015, we recerded non-cash impelments of our biemess facility assets of \$19 million and \$43 million, respectively.

Exhibit 4

Exhibit 5

### Covanta Holding Corporation

Consolidated Reconciliation of Cash Flow Provided by Operating Activities to Adjusted EBITDA

	Threa Months Ended December 31,		Tweive Mo Decer	onths Ended nber 31,	
	2015 2014		2015	2014	
	(Unaudilo		l, in millions)	)	
Cash flow provided by operating activities from continuing oparations	<b>\$</b> 95	<b>\$</b> 76	5 249	S 340	
Cash flow used in operating activitias from insurance subsidiarias	_	1	_	1	
Dobt sarvice	32	34	134	147	
Changa in working capital	6	(3)	22	(4)	
Changa in restricted funds held in trusl	(14)	3	(28)	(11)	
Non-cash convertible debt ralated expensa	_		_	(13)	
Equily in nal income from unconsolidated investments	2	5	13	10	
Dividends from unconsolidated investments	(2)	(1)	(5)	(11)	
Currant tax provision	3	18	6	11	
Capital typo expenditures at sorvice fee operated facilitios <sup>(a)</sup>	6		31		
Other	(1)	(2)	6	4	
Sub-lotal	····-	20	45	(14)	
Adjusted EBITDA	\$ 127	\$ 131	\$ 428	\$ 474	

(a) For additional information, saa Exhibit 4 · Note (d) of this Press Ralaase.

Exhibit 6

### Covanta Holding Corporation

Reconcillation of Cash Flow Provided by Operating Activities to Free Cash Flow

		Three Mo Decer	nths Endac nber 31,	I		Tweive M Dece	onihs Ende mbar 31,	:d	Fuli Yaar
		2015		2014		2015		2014	2016
			·	(Unaudit	ed, in mělio	ns)			— <u> </u>
Cash flow provided by operating activities from continuing operations	\$	95	\$	76	\$	249	\$	340	\$245 - \$295
Plus: Cash flow used in operating activities from insurance subsidiaries		—		1		_		1	
Less; Maintenance capital axpenditures <sup>(a)</sup>		(31)		(23)		(102)		(101)	(105) - (115)
Free Cash Flow	\$	64	ş	54	\$	147	\$	240	\$140 - \$180
Weighted Average Diluted Shares Outstanding		133		131	• •	133		130	<u> </u>
Uses of Free Cash Flow				•					
Invastments:									
Growth investments (b)	\$	(80)	\$	(39)	\$	(346)	\$	(143)	
Property insurance proceeds		1		2		1		2	
Other investing activities, net <sup>(c)</sup>		(1)		9		(1)		10	
Total investments	\$	(80)	\$	(28)	\$	(346)	\$	(131)	
Rotum of capital to stockholders:									
Cash dividends peid to stockholders	\$	(33)	\$	(32)	\$	(133)	\$	(101)	
Common slock repurchased		(30)				(30)			
Total return of capital to stockholders	\$	(63)	\$	(32)	\$	(163)	\$	(101)	
Capital raising activities:									
Net proceeds from issuance of corporate debitd)	s		\$	_	\$	98	\$	405	
Net proceeds from issuance of project debt <sup>(c)</sup>		_				15			
Nat proceeds from Dublin Convertible Preformed		_		_		85		_	

Net proceeds from equipment capitet lesses (1)		-		16	15	63
Net proceeds from the exercise of options for common stock		-		ŧD	_	10
Change in restricted funds held in trust		64		<b>t</b> 7	_	(3)
Other finencing activities, net		5		4	5	(3)
Net proceeds from capitet raising activities	\$	69	\$	47	\$ 218	\$ 472
					 	 <u> </u>
Debt repayments:						
Net cash used for scheduled principal payments on corporate debt	Ş		5	<b>—</b>	\$ (1)	\$ (462)
Payments related to Cash Conversion Option (9)				_	_	(83)
Proceeds from the settlament of Nota Hedge (g)		_				63
Net cash used for scheduled principal peyments on project debt (h)		(19)		(2)	(38)	(29)
Paymant of equipment capital teases (9		(1)		(1)	(4)	(1)
Voluntary prepayment of corporate debt						(95)
Deferred financing costs		(2)			(7)	(29)
Total debt repayments	\$	(22)	\$	(3)	\$ (50)	\$ (616)

Covarta Hotding Corporation

Reconciliation of Cash Flow Provided by Oparating Activities to Free Cash Flow (continued)

	Three Mont Dacemb	hs Ende Hei 31,	đ	Twetve Months Ended December 31,				
	 2015		2014		2015		2014	
Borrowing activities - Revolving credit lacility, net	\$ 57	5	(35)	\$	203	\$	35	-
Effect of exchange rate changes on cesh and cash equivalents	\$ 	\$	(2)	S	(4)	\$	(5)	_
Net change in cash and cash equivalents	\$ 25	\$	1	\$	5	\$	(106)	-

(a) Puschases of property, plant and equipment are also reterred to as capital expenditures. Cepitel expenditures that primarily meintain existing facilities are classified as meintenence capital expenditures. The following tabla provides the components of total purchases of property, plant and equipment:

Maintenanca capital expanditures	s	(31)	\$ (23)	\$ (102)	\$	(101)
Capital expenditures associated with organic growth initiatives		(7)	 (8)	 (34)		(25)
Capital expenditures associated with the New York City MTS contract		(2)	(14)	(30)		(59)
Capital expenditures associated with Essax County EfW emissions control system		(8)	(5)	(26)		(17)
Cepital expenditures associated with construction of Dublin EfW fecility		(61)	(14)	(184)		(14)
Total capital expenditures associated with growth investments		(78)	 (41)	 (274)	<u> </u>	(115)
Total purchasas of property, plant and equipment	\$	(109)	\$ (64)	\$ (376)	\$	(216)

(b) Growth investments include investments in growth opportunities, including organic growth initiatives, technology, business development, and other similar expanditures.

	270ACCC0700	010:01 0333337000010	 STORE 1 200 00012	100000000000000000000000000000000000000		 	-
Total growth investments	\$	(80)	\$ (39)	s	(346)	\$ (143)	
Acquisition of business, net of cash acquired		(2)	-		(72)	(13)	
Other organic growth investments		-	-		-	(1)	
threatments in connection with the Dublin EfW facility, net of capital expenditures		_	2		_	(14)	
Capital expenditures essociated with orgenic growth investments	\$	(78)	\$ (41)	\$	(274)	\$ (115)	

(c) For the twelve months ended December 31, 2014, Other investing ectivities, net includes net payments from the purchase/sele of investment securities.

(d) Excludes borrowings undar Ravolving Credit Facility. Calculated as follows:

Proceeds from borrowings on long-term debt	\$ _	\$	-	s	294	\$ 412
Refinanced long-term debt	_				(195)	_
Less: Financing costs related to issuance of long-term debt	_		-		(1)	(7)
Net proceeds from issuance of corporate debt	\$ _	\$		\$	98	\$ 405
	 	<del>10</del>				 

(e) Celculated as tollows:

Proceeds from borrowings on project diabt	s		\$	_	\$ 59	\$	Ċ3
Refinanced project dabt		_		_	(42)		
Lass: Funding into escrew		_		_	_		(63)
Less: Financing cost related to the issuance of project debt		_		_	(2)		_
Net proceeds from issuance of corporate debt	<del></del>		ŝ	<u> </u>	\$ 15	s	

Covanta Holding Corporation

Reconciliation of Cash Flow Provided by Operating Activities to Free Cash Flow (continued)

(f) During 2015 and 2014, we financed \$15 million and \$63 million for equipment related to our New York City contract.

(g) The \$460 million of 3.25% Cash Convertible Senior Notes matured on June 1, 2014. Upon maturity, we were required to pay \$83 million to satisfy the obligation under the Cash Conversion Option in addition to the principal amount of the 3.25% Notes. We cash-settled the Note Hedge for \$83 million effectively offsetting our tiability under the Cash Conversion Option.

(h) Calculated as follows:

Totat scheduled principal payments on project debl	\$ (22)	\$ (19)	\$ (43)	\$ (52)
Decrease in related restricted tunds held in trust	3	17	5	23
Net cash used for principal payments on project debt	\$ (19)	\$ (2)	\$ (38)	\$ (29)

Covaria Holding Corporation

Exhibit 7

Exhibit 7A

Reconciliation of Diluted Earnings (Loss) Per Share to Adjusted EPS

Thrae M Deci	onths Ended amber 31,	Tweive Months Endeo December 31,			
2015	2014	2015	2014		
	- (Una	udiled)			
\$ 0.58	\$ {0.04}	\$ 0.51	\$ (0.01)		
(0.55)	0.10	(0.44)	0.40		
\$ 0.63	\$ 0.06	\$ 0.07	\$ 0.39		
	2015 \$ 0.58 (0.55) \$ 0.03	2015         2014           \$ 0.58         \$ (0.04)           (0.55)         0.10           \$ 0.03         \$ 0.06	2015         2014         2015           (Unaudiled)         (Unaudiled)           \$ 0.58         \$ (0.04)         \$ 0.51           (0.55)         0.10         (0.44)           \$ 0.63         \$ 0.06         \$ 0.07		

(a) For details related to the Reconciling items, see Exhibit 7A of this Press Release

### Covanta Holding Corporation

Recontiling items								
	ŤŤ	ree De	Months Ended comber 31,	Tw	etve De	Months E cember 31	nded ,	
	201	5	2014	201	5		2014	•
	••••••		(in milŧons, ex	Unaudited) cept per share	am	ounts)		-
Reconciling Items								
Operating toss related to insurance subsidiaries	\$		\$1	\$		\$	2	
Nel write-offs (a)		19	_		43		64	
Severance and other restructuring <sup>(b)</sup>			3		7		9	
Loss on exinguishment of debt		_			2		2	
Gain on derivative instruments not designated as hedging instruments		(3)			(6)		_	
Effect of foreign exchange toss on indebledness		1	1		3		٦	
Other		1			1		٦	
Total Reconciling Items, pre-tax		18	5		50		79	
Proforma income tax impact		(2)	2	ç	20)		(32)	
impact of tRS audil settlement <sup>(c)</sup>	{	93)	_	q	93)			
Tax liability related to expected gain on sale of China assets		4	_		4			
ARC purchase accounting adjustment tax impact		<u> </u>	4				4	

Grantor trust activity	(1)	1	-	1
Total Recenciling items, net of tax	\$ (74)	\$ 12	\$ (59)	\$ 52
Dituted EPS Impact from Reconciling items	\$ (0.55)	\$ 0.10	\$ (0.44)	\$ 0.40
Weighted Average Diluted Shares Outstanding	133	131	133	130
	<del></del>		<u></u>	

(a) For additional information, see Exhibit 4 - Note (a) of this Press Release.

(b) The twelve months ended December 31, 2015 includes \$5 million of costs incurred in connection with separation agreements related to the departure of two executive officers, of which \$4 million relates to non-cash compensation.

(c) Amount attributable to the resolution of an IRS audit in the fourth quarter of 2015.

Exhibit 6

Covanta Holding Corporation

### Supplemental Information on Operations (a)

(Unaudited, \$ in mittions)

			Tweive Me	enths Ended Decemb	er 31, 2015	
		Ner	th Americ	R		
	EfW		Other	Total	Other	Conspirated
Revenue:						
Waste and service:						
Waste processing & handling	\$ 929	\$	102	\$ 1,031	S 1	\$ 1,032
Debt service	14		_	14	-	14
Other revenue	10		47	57	1	58
Total waste and service revenue	953		149	1,102	2	1,104
Recycled metals:						
Ferrous	32		6	36	-	38
Non-ferrous	23		_	23	-	23
Total recycled metals revenue	55		6	61		61
Ecergy:						
Energy seles	3D7		31	338	36	374
Capacity	38		в	48	_	40
Other revenue	1		_	1		1
∛olal energy revenue	346		39	385	36	421
Other revenue	_		59	59	_	59
Total revenue	\$ 1,354	\$	253	\$ 1,607	\$ 38	\$ 1,645
Operating expense:						
Plant operating expense:						
Plant maintenance	256		13	26₽	1	270
Other plant operating expense	612		216	828	31	659
Total plant operating expense	668		229	1,097	32	1,129
Other operating expense	_		74	74	(1)	73
General and administrative	_		88	88	5	93
Depreciation and emonization	168		29	197	1	198
Net interest expense on project debt	7		_	7	2	9
Net write-offs	_		43	43	_	43
Total operating expense	\$ 1,043	\$	463	\$ 1,506	\$ 39	\$ 1,545
Operating income (toss)	<b>\$</b> 311	\$	(210)	\$ 101	\$ (1)	\$ 100
Operating income (loss) excluding net write-offs:	\$ 311		(167)	\$ 144	\$ (1)	\$ 143

(a) Supplemental information provided in order to present the financial performance of our North America ERW operations. "Other" within our North America segment includes all non-EfW operations, including transfer stations, landfills, e-waste, biomass facilities, construction and corporate overhead. This information is provided as supplementat detail only and is not intended to replace our North America reporting segment.

Note: Certain emounts may not total due to rounding.

### Exhibit 8A

**Coventa Holding Corporation** 

Supplemental Information on Operations (a)

(Unaudited, \$ in millions)

			1	Twelve Mo	onths E	nded Dece	mber 3	1, 2014		
				North Americe						
		EĨW		Other		Totai	-	Other	Co	nsolidated
Revenue:					·					
Waste and service:										
Waste processing & handling	\$	933	\$	58	\$	989	\$	1	\$	990
Debl service		21		-		21		_		21
Olher revenue		7		13		20		1		21
Totel waste and service revenue		961		69		1,030	· —	2	·	1,032
Recycled metals:										
Ferrous		61		4		65		_		65
Non-ferrous		28				28		_		28
Totel recycled matals revenue		89	-	4		93				93
Energy:										
Energy sales		325		52		377		37		414
Capacity		32		14		46		_		46
Total energy revenue		357		66	- <u>-</u>	423		37		460
Other neverue		_		95		95		2		97
Totai revenue	\$	1,407	\$	234	\$	1,641	\$	41	\$	1,682
Operating expense:										
Pleni operating expense:										
Plent maintenence		227		17		244		1		245
Other plent operating expense		600		179		779		31		810
Total plent operating expense		827		196		1,023		32		1.055
Other operating (income) expense		(1)		99		98		3		101
General and administrative		_		94		94		3		97
Depreciation and amortization		185		23		208		з		211
Nel interest expense on project debl		9				9		1		10
Nel write-offs		9		41		50		14		64
Total operating expense	\$	1,029	\$	453	\$	1,482	\$	56	\$	1,538
Operating income (loss)	\$	378	\$	(215)	\$	159	\$	(15)	\$	144
Operating income (loss) excluding net write-offs	\$	387	\$	(178)	\$	209	ŝ	(1)	\$	208

(e) Supplemental information provided in order to present the financial performance of our North America ERV operations. "Other" within our North America segment includes ell non ERV operations, including trensfer stations, landfills, e-waste, biomess fecilities, construction and corporate overhead. This information is provided as supplemental detail only and is not intended to replace our North America reporting segment

Note: Certain empunts may not total due to rounding.

### North America EfW

Revenue and Operating income Changes - FY2014 to FY2015

### (Unaudited, \$ in millions)

				Semi	a Store			Cont Transi	tract itions			
Materia and	FY2014	Price	%	Volume	%	Total	%	Waste	PPA	Transactions	Other ta)	FY2015

service:

Exhibit 9

Waste processing	5	933	\$	13		1.1	%	\$ 1		0.1	%	s	11	1.2	%	\$	(18)	\$	\$ 3	\$	-	\$ 929
Debt service		21											_				(8)	-				14
Other revenue		7											2				1				—	10
Total waste and service revenue		961											13		ч.		(26)	_	 3			 953
Recycled metals:																						
Ferrous		61		(30)	-4	40.7	%	1		1.2	%		(30)	-48.4	%				-			32
Non-ferrous		28		(7)	-2	25.7	%	2		<del>6</del> .1	%		(5)	- 19.5	%							23
Total racycled metals revenue		89		(38)		12.2	%	 2	_	2.8	<b>%</b>		(35)		ጜ				 1			 55
Energy:																						
Energy sales		325		(21)		-6.5	%	(4)		1.1	%		(25)	•7.8	%		10	(1)	(1)			307
Capacity		32											(1)	-2.3	%		2	1	4			38
Other revenue		-											-				-		-			1
Total energy revenue		357											(25)	- 7.1	*		12		 3	-	_	 346
Other revenue														- 1.4	%				 		<u></u>	
Total revonue	1	,407											(47)	- 3,3	%		(13)	(1)	 7		_	 1,354
Operating expense:																						
Plant operating expense:																						
Plant maintenance	\$	227										\$	(9)	-3.9	%	s		š	\$ 6	\$	31	\$ 256
Other plant operating expense		600											з	0.5	96		8		1		_	812
Total plant operating expense		827	•										(6)	-0.7	%		а	_	 7		31	 868
Other operating expense		(1)											1								-	
General and administrative																	_	_	_		_	
Depreciation and amortization		185											6					010	(1)		(22)	168
Net interest expense on project debt		9											(2)				_	_	_			7
Total operating expense	1	1,020											(1)	_			8	_	 6		10	 1,043
Operating income (loss)	\$	387										\$	(46)	<del></del>		\$	(21)	<b>\$</b> (1)	\$ 1	 \$ == ==	(10)	\$ 311

(a) Impact of adoption of new accounting standard. For additional information, see Exhibit 4 - Note (d) of this Press Release.

### Note: Excludes Net write-offs.

Note: Certain amounts may not total due to rounding.

### North America EfW

Operating Metrics (Unaudited) - Summary of 2014 and 2015 by Quarter

	Three Mor	ths Ended		Twelve Months Ended		Three Mor	Twelve Months Ended		
Mar 31,	Jun 30,	Sep 30,	Dec 31,	Dec 31,	Mar 31,	Jun 30,	Sep 30,	Dec 31,	Dec 31,
2014	2014	2014	2014	2014	2015	2015	2015	2015	2015

EfW Waste

Exhibit 10

Tons: (m millions)										
Contracted	3.6	4.1	4.2	4.1	16.0	3.9	44	4.4	4.5	17.2
Uncontracted	0.8	0.7	0.6	08	2.7	0.7	0.5	0.5	0.5	2.2
Total tons	4.4	4.8	4.B	4.7	18.7	4.6	4.9	4,9	5.0	19,4
Revenue per ton:										
Contracted	\$49.88	\$48.39	\$45.84	\$50.67	\$48.65	\$46.65	\$44.72	\$44.57	\$46.58	\$45.60
Uncontracted	\$51.08	\$59.17	\$59.52	\$60,44	\$57.22	\$56.20	\$70.10	\$69.21	\$69.29	\$65.26
Average revenue per ton	\$50.09	\$49.89	\$47.61	\$51.96	\$49.87	\$48.11	\$47.29	<b>\$4</b> 7.01	\$48.91	\$47.83
EfW Energy										
Energy salas: (MWh in millions)										
Contracted	0.7	0.8	0.8	<b>0.8</b>	3.2	0.7	0.8	0.8	0.8	3.0
Hedgađ	0.3	0,3	0.3	0.4	1.4	0.4	0.3	0.3	0.3	1.4
Markal	0.2	0.2	0.3	0.3	1.1	0.3	0.4	0.4	0.4	1.4
Total anergy salas	1.3	1.4	1.5	1.5	5.6	1.4	1.4	1.5	1.5	5.8
Market sales by geography:										
PJM East	Q. 1	Q.1	Q. 1	0.1	0.4		0.1	0.1	0.2	0.5
NEPOOL	0.1	Q.1	Q. <b>1</b>	0.1	0.3	0.1	Q. 1	0.1	Q.1	0.3
NYISO	_			_		-	_	_		0.1
Other	Ũ. 1	Q.1	0.1	0.1	0.3	0.1	0.1	0.1	0.1	0.4
Revenue per MWh (excludes capacity):										
Contracted	\$70.66	\$68.07	\$64.94	\$66.93	\$67.56	\$67.21	\$63.69	\$63,69	\$67.70	\$65.56
Hedged	\$41.57	\$43.20	\$42.49	\$44.14	\$42.87	\$53.20	\$42.07	\$44.05	\$42.75	\$45.64
Marke:	\$86.29	\$43.29	\$40.33	\$38.61	\$49.12	\$47 12	\$31.43	\$30.86	\$27.07	\$33.18
Averaga ravanue per MWh	\$55.21	\$57.77	\$54.54	<b>\$</b> 55.70	\$58.06	\$59.54	\$50.81	\$50.78	\$52.09	\$53.17
Ytetals										
Tons Sold: (in thousands)										
Ferrous	77	85	92	87	340	76	85	90	79	330
Non-farrous	6	8	8	8	30	7	8	9	8	32
Revenue per ton:										
Farrous	\$201	\$204	\$20 <b>4</b>	<b>\$1</b> 51	\$190	\$139	\$127	\$t13	\$86	\$116
Non-ferrous	\$963	\$963	\$984	\$939	\$962	\$790	\$741	\$716	\$639	\$721
EfW plant operating expense (\$ in milik	ons):									
Plant operating expense - gross	\$ 251	\$ 228	\$ 204	\$ 214	\$ 895	\$ 246	\$ 248	\$ 211	\$ 224	\$ 929
Less: Client pass-through costa	(15)	(15)	(12)	(17)	(59)	(12)	(11)	(14)	(16)	(53)
Less: REC sales - contra-expense	(2)	(3)	(3)	(2)	(10)	(1)	(1)	(3)	(3)	(8)
Plant operating expense - reported	\$ 233	\$ 211	\$ 188	\$ 195	\$ 827	\$ 233	\$ 236	\$ 194	\$ 205	\$ 868
Client pass-throughs as % of gross costs	6.1%	0.5%	6.0%	8.0%	6.6%	4.9%	4 4%	8.5%	7.3%	5 7%

Note: Wasta volume includas solid ions only. Metals and energy voluma are presented net of cliant revenue sharing. Steam sales are converted to MWh equivalent at an assumed average rate of 11 kbs of steam / MWh. Uncontracted energy sales includa salas under PPAs that are based on market prices.

Note: Certain amounts may not total due to rounding.

**Discussion of Non-GAAP Financial Measures** 

We use a number of different financial measures, both United States generally accepted accounting principles ("GAAP") and non-GAAP, in assessing the overall performance of our business. To supplement our assessment of results prepared in accordance with GAAP, we use the measures of Adjusted EBITDA, Free Cash Flow, and Adjusted EPS, which are non-GAAP measures as defined by the Securities our assessment of instance prepared in accordance min reserve are the leaders of a second and exchange of a second and ex In accordance with GAAP. In addition, our non-GAAP financial measures may be different from non-GAAP measures used by other companies, timiling their usefulness for comparison purposes.

The presentations of Adjusted EBITDA, Free Cash Flow and Adjusted EPS are Intended to anhance the usefulness of our financial information by providing measures which management internally use to assass and availuate the ovarial performance of its business and those of possible acquisition candidates, and highlight trands in the overali business.

Adjusted EBITDA

We use Adjuated EBITDA to provide turthar information that is usafult to an understanding of the financial covenants contained in the credit tacilities as of December 31, 2015 of our most significant subsidiary. Covanta Energy, through which we conduct our cora waste and energy services busineaa, and as additional ways of viewing aspacts of its oporations that, when viewed with the GAAP results and the accompanying raconcitation a to corresponding GAAP financial massuros, provide a mora complete undarstanding of our core business. The calculation of Adjusted EBITDA is based on tho definition in Covanta Enargy's credit facilities os of December 31, 2015, which we hava guaranteed. Adjusted EBITDA is dafinad as earnings befora interest, taxes, depraciation and amortization, ea adjuated for additional items subtracted from or added to net income. Bacause our businoss is substantially comprised of that of Covarta Energy, our financial parlomnance is substantially similar to that of Covarta Energy. For this reason, and in order to avoid use of multiple financial measures which are not all from the same antity, the calculation of Adjusted EBITDA and other financial measures which are not all from the same antity, the calculation of Adjusted EBITDA and other financial measures which are not all from the same antity, the calculation of Adjusted EBITDA and other financial measures which are not all from the same antity, the calculation of Adjusted EBITDA and other financial measures presented hatain are ours, measured on a consolidated basis, less tha results of operationa of our insurance subsidiarios.

Under the credit facilities as of December 31, 2015, Coventa Energy is required to satisfy cartain financial covenants, including certain ratios of which Adjusted EB(TDA is an important component. Compliance with such financial covenanta is appected to be the principal limiting factor which will affect our ability to engage in a broad range of activities in furtherance of our business, including making certain investments, acquiring businesses and incurring additional dabt. Covante Energy was in compliance with these covenants as of December 31, 2015. Failure to compty with such financial covanates could result in a default under these credit facilities, which detault would have a material adverse affect on our financial condition and liquidity.

Thesa financial covanants are magaured on a trailing four quarter pariod basis and the material covenants are as follows

- maximum Covanta Energy taverage ratio of 4.00 to 1.00, which measures Covanta Energy'a Consolidated Adjustad Debt (which is the principal amount of its consolidated debt tess certain resinctad funds dedicated to repayment of project dabt principat and construction cost a) to its Adjusted EBITDA (which for purposes of calcutating tha levorage ratio and interest coverage ratio, is adjusted on a pro forma basis for acquisitions and dispositions mada during the relevant pariod); and
- · minimum Covanta Enargy interest covarage ratio of 3.00 to 1.00, which measures Covanta Enargy's Adjusted EBITDA to its conactidated interast axpanse plus certain interest expanse of ours, to the axtent paid by Covanta Enargy.

In order to provide a meaningfut basis for comparison, we are providing information with respect to our Adjusted EBITDA for the three and twatva months anded Dacember 31, 2015 and 2014, rocancilad for aach such period to net income and cash flow provided by operating activitias, which are believed to be the most directly comparable measures under GAAP.

It is anticipated that full year 2015 actuat GAAP net income will include the effects of avants or circumstances that are not representative or indicative of our ongoing business and that would be excluded from our computation of Adjusted EBITDA. Projected GAAP net income for the full year would require inclusion of the projected impact of these luture excluded items, which may include items that are not currently determinable, but may be significant, such as write-off of assets and liabilitias, the effact of darivative instrumants not designeted as hedging instrumants, significant gaina or lossas from tho disposition or reatructuring of businesses, gains and lossos on assets held for sale, transaction related costs, income and loss on tha axtinguishmant of debt and other significant items that would not be rapresentative of our ongoing business and would be excluded from Adjusted EBITDA under the terms of our credit agreament. Further, GAAP net income wit be impacted by changes in tax regulations and and effective to call of grant and by a contract of a contract the internation as tenters to be contract agregative in carrier, or on the internation and be imported by contract of the carculations of our effective tax rates, which do not impact full year 2016 Adjusted EBITDA. Due to the uscentariative of tax index not be internation of tax internation and the carculations of projected GAAP has income to determine Adjusted EBITDA, the Company does not believe that it has the information available to provide a quantitative reconcilitation of net income to Adjusted EBITDA, the full year 2016.

### Free Cash Flow

Free Cash Flow is defined as cash flow provided by operating activitios from continuing operations, axcluding the cash flow provided by or used in our insurance subsidiarios, toss maintenance capital axpendituras, which are capital axpandituras primarity to maintain our axisting tacilities. We use the non-GAAP measure of Free Cash Flow as a criterron of injuidity and performance-based components of amployee compensation. Wa usa Free Cash Flow as a maaaure of liquidity to datemine amounts we can reinvast in our core buenesaas, auch as amount available to make our cours to make the second se construction of new projects, make principal payments on debt, or amounts we can fature to our stockholders through dividends and/or stock repurchases.

th order to provide a maaningtul basis for compariant, we are providing information with respect to our Free Cash Flow tor the three and twelve months ended December 31, 2015 and 2014, recording for aoch such period to cash flow provided by operating activities, which we believe to be the most directly comparable measure under GAAP.

### Adjusted EPS

Adjuated EPS axcludes certain income and axpense itema that are not representative of our ongoing business and operations, which are included in the calculation of Diluted Earnings Per Share in Avoided DP3 exceeded set and income and approximate and not representative out or group yourness and yourness and representative income in the technical of the set and the se and bases on assets held for sale, transaction-related costa, income and loss on the oxinguishment of debt and other aignificant items that would not be representative of our origoing businaas.

We will use the non-GAAP measure of Adjusted EPS to enserve the usefulness of our financial information by providing a measure which management internally usos to assoce and avaluate the overall performance and highlight trends in the ongoing business.

In order to provide a maaningful basis for comparison, we are providing information with respect to our Adjusted EPS for the three and twelve months anded December 31, 2015 and 2014, reconciled for aach auch pariod to diluted incoma per shara, which is believed to be the most directly comparable massure under GAAP.

### CAUTIONARY NOTE REGARDING FORWARD-LOOKING STATEMENTS

Certain statements in this press release constitute "torward-looking" statements as delined in Section 27A of the Securities Act of 1933 (the "Securities Act"). Section 21E of the Securities Exchange Act of 1934 (the "Exchange Act"), the Private Securities Litigation Reform Act of 1995 (the "PSLRA") or in reteases made by the Securities and Exchange Commission ("SEC"), at as may be amended from tima to time. Such forward-looking statements involve known and unknown risks, uncertainties and other important factors that could cause the actual results, performance or achievements of Covente Holding Corporation and its aubsidiaries ("Covanta") or industry results, to differ materially from any future results, performance or achievements expressed or implied by auch forward tooking atatements. Statements that are not historical fact are forward tooking statements. Forward tooking atatementa can be identified by, among other things, tho use of forward-looking tanguage, auch as the words "ptan," "believe," "expect," "anticipate," "intend," "eatimate," "project," "will," "would," "could," "ahoutd," "seeks," or "scheduled to," or other smillar words, or the negative of these terms or other variations of thase terms or comparable language, or by discussion of strategy or intentions. These cautionary statements are being made pursuant to the Securities Act, the Exchange Act and the PSLRA with the intention of obtaining the benefits of the "safe harbor" provisiona of such lawa. Covanta cautions investors that any torward-tooking statements made by ua are not guarantees or indicative of future performance. traportant tactors, risks and uncertainties that could cause actual results to differ materially from those forward-tooking statements include, but are not limited to:

- seasonat or long-term fluctuationa in the prices of energy, waate disposal, scrap metel and commodities;
- our ability to renew or replece expiring contracta at comparable pricing and with other acceptable terms;
- adoption of new laws and regutations in the United Statea and abroad, including energy laws, environmental taws, tabor lawa and healthcare lawa;
- our abitity to utilize net operating loss carryforwards;
- · faiture to maintain historical performance tevels at our facilities and our ability to retain the rights to operate facilities we do not own;
- our ability to avoid adverse publicity relating to our business expansion efforts;
- advances in technology;
- difficutties in the operation of our tacihities, including fust supply and energy defivary meteruptions, failure to obtain reguletory approveds, equipment failures, labor draputes and work stoppages, and weether interference and catastrophic events;
- difficutties in the financing, development and construction of new projects and expansions, including increased construction costs and detays;
- limits of insurance coverage:
- our ability to avoid detaulta under our tong-term contracts;
- performance of third parties under our contracts and such third parties observence of laws and regulations;
- · concentration of suppliars and customers;

- · geographic concentration of facilities;
- increased competitiveness in the energy and waste industries;
- changes in foreign currency exchange rates;
- Imitations imposed by our existing indebtedness and our ability to perform our financial obligations and guarantees and to refinance our existing indebtedness;
- exposure to counterparty credit risk and instability of financial institutions in connection with financing transactions;
- the scatability of our business;
- · restrictions in our certificate of incorporation and debt documents regarding strategic alternatives;
- failures of disclosure controls and procedures and internal controls over financial reporting,
- our ability to attract and retain talented people;
- generateconomic conditions in the United States and abroad, including the availability of credit and debt financing; and
- other risks and uncertainties affecting our businesses described in term 1A. Risk Factors of Covanta's Annual Report on Form 10-K for the year ended December 31, 2014 and in
  other fittings by Covanta with the SEC.

Atthough we betieve that our plans, intentions and expectations reflected in or suggested by such forward-looking statements are reasonable, actual results could differ materiaity from a projection or assumption in any of our forward-looking statements. Our tuture financial condition and results of operations, as well as any forward-looking statements, are subject to change and inherent risks and uncertainties. The forward-looking statements contained in this press release are made only as of the date heraot and we do not have, or undertake, any obligation to update or revise any forward-looking statements whether as a result of new information, subsequent events or otherwise, unless otherwise required by taw.

To view the originat version on PR Newswire, visithtp://www.pinewswire.com/news-releases/covarda-itolding-corporation-reports-2015-tourth-quarter-and-full-year-results-and-provides-2016-guidance:300220945.html

SOURCE Covanta Holding Corporation


## **ATTACHMENT 8**

**TECHNICAL ABILITY** 





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# **1. Corporate Overview**

Since its founding in 1983, Covanta has become the world's largest provider of integrated EfW solutions to the public sector. EfW facilities have the annual capacity to turn more than 20 million tons of household and commercial waste into more than 9 million megawatt hours of clean renewable electricity and 9 billion pounds of steam. With 45 EfW operating facilities in North America, we have more experience than any other U.S.-based company in the full-service management, development, permitting, financing, design, construction, startup, commissioning, and operation of solid waste conversion and energy generation facilities.

No other vendor can match the scope and magnitude of Covanta's EfW facility operations experience. Along with an emphasis on optimizing the mechanics and efficiency of operations and maintenance, Covanta has established a management structure that promotes coordination among its operations, engineering and construction management and business management groups. This ongoing process helps to ensure that Covanta's clients receive the resulting benefits of increased efficiency, reliability and environmental performance.

Covanta recognizes that achieving an extraordinary level of performance requires not just the best equipment, but also the best people and processes. From our front-line operators to our senior management, we employ many of the industry's top experts in environmental engineering, process control, and facility maintenance. It is their talent and skill that have allowed us to consistently lead the industry in technological innovations, operational performance, safety and environmental compliance. The construction, project management, design engineering, operations engineering and support staff based at headquarters include long-time, experienced, highly educated professionals in a number of disciplines, including engineering, project management, construction, operations, maintenance, environmental compliance, health and safety, asset management, human resources, management information systems, accounting, finance and legal. A majority of these individuals, especially those in the technical and operating groups, have grown through the Covanta ranks, many having gained over 20 years of hands-on experience implementing and operating Covanta EfW projects.

## **1.1 Company History**

Covanta, formerly Ogden Corporation, began its history as a public utility holding company in 1939. In 1948, the company registered with the Securities and Exchange Commission as an investment company. Ogden Projects, through the activities of its subsidiary Ogden Martin Services, later emerged as a leader in the EfW market. Ogden based its involvement on two developments of the 1970s: rising energy costs and the decreasing availability of landfill space. In 1983, Ogden acquired the North American rights to the Martin GmbH waste stoker technology, the most widely used grate-based combustion technology in the industry.





Ogden Projects completed construction of its first facility in 1986. By 1992, the company had built and operated 21 facilities and had several additional facilities either under construction or awarded. Its 21 facilities had the capacity to process 20,675 TPD of waste. While the company was best known for EfW operations, Ogden offered a full range of waste disposal services, including recycling.

During the early 1990s, Ogden continued to strengthen its position in environmental services. In 1991, the company acquired complete control over ERC Environmental and Energy Services, which became Ogden Environmental and Energy Services. The acquisition of this successful consulting and engineering concern supported the position of Ogden's EfW operations and paved the way for further expansion.

To mark its transformation into a pure-play energy company in 2001, Ogden changed its name to Covanta Energy Corporation, to acknowledge that public/private partnerships are the hallmark of our success. It is important to note that the change of name represents the depth of our technical and operational expertise and showcases the fact that we now operate more types of EfW technologies than any other company worldwide.

In 2006, Covanta acquired American Ref Fuel Holdings Corp., an owner/operator of six large EfW projects concentrated in the Northeastern U.S. for \$2B. In 2007, Covanta acquired the operating businesses of EnergyAnswers Corporation, including two of our EfW facilities in Springfield and Pittsfield, MA, and two transfer stations for \$61M. In 2009, Covanta acquired Veolia's EfW business in North America for \$450M, expanding our operating base by 25%, adding seven EfW facilities, one transfer station, and more than 400 highly qualified employees.





## **1.2 Company Awards**

Covanta is proud and honored to be recognized by local, state, and federal organizations for our dedication to innovation, safe, and sustainable operations and improving the quality of life in the communities we serve.

- Covanta received the Energy Innovator Award from the U.S. Department of Energy's Office of Energy Efficiency and Renewable Energy.
- Covanta and its partners in the Fishing for Energy program received the Coastal America Partnership Award, the highest level award for partnership efforts, from the President of the United States.
- Covanta U.S. facilities have consistently been recognized by the American Society of Mechanical Engineers for excellence in plant operations.
- Covanta was recognized by the New Jersey State League of Municipalities with its 2012 Outstanding Corporate Citizen Award for supporting the League's mission.
- Covanta has 40 sites participating in the U.S. Occupational Safety and Health Administration's (OSHA) Voluntary Protection Program (VPP), which is the official recognition of outstanding efforts by employers and employees to achieve exemplary occupational safety and health policies, procedures and practices.



Protection P





# 2. Qualifications and Experience

Covanta is an internationally recognized owner and operator of EfW and renewable energy projects and has provided reliable and sustainable municipal solid waste (MSW) management to communities since 1986. We operate more than 40 state-of-the-art facilities that convert everyday trash into clean, renewable energy for communities around the world. Covanta's North American facilities supply electricity for approximately 1 million homes. We consider EfW-generated energy to be renewable because the MSW we use in our process is consistently replenishable, and all of the energy recovered by the EfW process preserves natural resources and avoids secondary impacts from mining and the

combustion of those resources.

Covanta's U.S. operations process approximately 65% of the nation's EfW volume and generate, in combination with our other renewable energy facilities, approximately 8% of America's non-hydro renewable electricity. As part of the process, we recover over 400,000 tons of metal annually for recycling that would have otherwise been lost in landfills. Covanta supports recycling and supports programs that enable communities to recycle as much



as possible. Studies have shown that communities that have an EfW facility typically enjoy higher recycling rates than the national average.<sup>1</sup> Processing MSW at Energy-from-Waste facilities for energy generation (steam or electricity) offsets, on average, one ton of greenhouse gas (GHG) emissions for every ton of waste processed. This occurs by avoiding energy generated from fossil fuels, methane produced by decomposing trash at landfills (methane is an extremely potent GHG - about 25 times more than carbon dioxide) and recovering metals for recycling.

Covanta also operates several EfW facilities in China and Italy.

## **2.1 Transfer Station Operations**

Covanta operates nearly 20 transfer stations across Massachusetts, New York, New Jersey, Pennsylvania, and Maryland. The transfer stations have an aggregate design capacity of more than 24,000 tons per day.

<sup>&</sup>lt;sup>1</sup> According to findings from the research study entitled, "Recycling and Waste-to-Energy: Are They Compatible? 2009 Update" conducted by Governmental Advisory Associate. The study was partially sponsored by The Energy Recovery Council of which Covanta is a member.





## **2.2 EfW Operations Experience**

No other vendor comes close to matching, the scope and magnitude of Covanta's EfW facility operations experience. Along with an emphasis on optimizing the mechanics and efficiency of operations and maintenance, Covanta has established a management structure that promotes coordination among its operations, engineering and construction management and business management groups. This ongoing process helps to ensure that Covanta's clients receive the resulting benefits of increased efficiency,



reliability and environmental performance.

Covanta recognizes that achieving an extraordinary level of performance requires not just the best equipment, but also the best people and processes. From our front-line operators to our senior management, we employ many of the industry's top experts in environmental

engineering, process control, and facility maintenance. It is their talent and skill that have allowed us to consistently lead the industry in technological innovations, operational performance, safety and environmental compliance.

#### **2.3 Government Relations**

Covanta's Government Relations team is responsible for educating and influencing public policy decisions to advance EfW. The Government Relations department advocates for, or against, hundreds of proposed laws and regulations every year which impact Covanta and the EfW industry. We collaborate with facility management teams to engage local government clients, build coalitions with stakeholders and enlist politicians to help advocate for EfW.

On climate change, we positioned EfW as a carbon mitigating technology in states around the U.S., including Hawaii, Virginia and Pennsylvania. One ton of MSW processed in an EfW facility reduces greenhouse gases by approximately one ton. To date, Covanta has reduced 350 million tons of greenhouse gas emissions. New EfW facilities are eligible to generate carbon offset credits. The Lee County, Florida, facility has been selling offset credits into the voluntary market since 2009, for example.

In addition to public policy work, the Government Relations team engages supporters to assist facility teams in expediting permits and other government actions.





# 2.4 Operations Portfolio

	DATE OF COVANTA	nancing	& / or difications	gineering	u u	-	s ce	STAR			
LOCATION	Gross Electric (MW)	Waste Disposal (TPD)	COVANTA INTEREST	& / OR ACQUISITION	Facility Fir	Permitting Permit Mo	Design En	Constructi Manageme	Long-Term Operation	Performan Guarantee	OSHA VPP
Alexandria / Arlington, VA	22.0	975	Owner/Operator	1988							
Babylon, NY	16.8	750	Owner/Operator	1989							
Bristol, CT	16.3	650	Owner/Operator	1988							
Camden, NJ	21.0	1,050	Owner/Operator	2013							
Conshohocken, PA (Plymouth)	32.0	1,216	Owner/Operator	2009							
Delaware Valley, PA	87.0	2,688	Lessee/Operator	2005							
Durham York, ON	17.4	481	Operator	2014							
Essex County, NJ	66.0	2,277	Owner/Operator	2005							
Fairfax County, VA	93.0	3,000	Owner/Operator	1990							
Harrisburg, PA	20.8	800	Operator	2007							
Haverhill, MA	44.6	1,650	Owner/Operator	1989							
Hempstead, NY	72.0	2,505	Owner/Operator	2005							
Hennepin County, MN	38.7	1,212	Operator	1989							
Hillsborough County, FL	46.5	1,800	Operator	1987							
Honolulu, HI	90.0	3,060	Operator	1990							
Huntington, NY	24.3	750	Owner/Operator	1991							
Huntsville, AL	NA	690	Operator	1990							
Indianapolis, IN	6.5	2,362	Owner/Operator	1988							
Islip (MacArthur), NY	12.0	486	Operator	2009							
Kent County, MI	16.8	625	Operator	1990							
Lake County, FL	14.5	528	Owner/Operator	1991							
Lancaster County, PA	33.1	1,200	Operator	1991							
Lee County, FL	57.3	1,836	Operator	1994							
Long Beach, CA (SERRF)	36.0	1,380	Operator	2009							
Marion County, OR	13.1	550	Owner/Operator	1987							
Miami-Dade County, FL (SEFLOR)	68.0	3,000	Operator	2010							
Montgomery County, MD	63.4	1,800	Operator	1995							
Niagara, NY	50.0	2,250	Owner/Operator	2005							
Onondaga County, NY	39.2	990	Owner/Operator	1995							
Pasco County, FL	29.7	1,050	Operator	1991							
Pinellas County, FL	75.0	3,000	Operator	2014							
Pittsfield, MA	8.6	240	Owner/Operator	2007							
Preston, CT (SECONN)	17.0	689	Owner/Operator	2005							
Springfield, MA	9.4	400	Owner/Operator	2007							
Stanislaus County, CA	22.4	800	Owner/Operator	1989							
Tulsa, OK	16.5	1,125	Owner/Operator	2008							
Union County, NJ	42.1	1,440	Lessee/Operator	1994							
Vancouver, Canada	25.0	720	Operator	2009							
Warren County, NJ	13.5	450	Owner/Operator	1988							
West Wareham, MA (SEMASS)	78.0	2,700	Owner/Operator	2005							
York, PA	42.0	1,344	Operator	2009							





## 3. Financial Strength

Since 1983, Covanta has undertaken construction and long-term operation of more than \$5 billion of EfW infrastructure, all successfully executed by special purpose local project subsidiaries whose performance is backed by a substantial parent corporate guarantee. Whether publicly or privately owned, Covanta's proven technology, track record of consistently constructing EfW facilities on time and within budget, and operating them successfully in compliance with agreements differentiate the company from any competitor. Financial results for all of the Covanta family of companies are filed as part of a consolidated statement under the ultimate parent company, CHC, which will serve as Covanta's parent guarantor.

#### **3.1 Project Finance Experience**

Project	Date	Value	Source of Funds	Rationale
Two New Jersey Transfer Stations	December 2013	US\$8M	Cash on hand and available liquidity	<ul> <li>Increase stability and flexibility of fuel supply to EfW facilities in region; Expand sustainable waste offerings to customers in region</li> </ul>
Camden Resource Recovery Facility	August 2013	US\$49M	Cash on hand and available liquidity	<ul> <li>Smart financial transaction, Expand portfolio of EfW facilities</li> </ul>
Delaware Valley	Dec 2012	US\$94M	Cash on hand and available liquidity	<ul> <li>Secured ownership of facility from partner</li> <li>Smart financial transaction</li> </ul>
Refinance 3 EfWs	Nov 2012	US\$335M	New tax-exempt bonds	<ul> <li>Freed up discretionary cash (~\$290M) over 5 years</li> </ul>
Greenfield facility in Ontario, Canada	2011	C\$250M	Surety bonds	<ul> <li>Strategic addition</li> <li>First commercial greenfield EfW facility financed in 21<sup>st</sup> century</li> </ul>
H-Power Expansion	Dec 2009	US\$302M	Surety bonds	<ul> <li>Expand core EfW facility production from 2,160 TPD to 3,060 TPD</li> </ul>

Covanta's recent financing experience is summarized in the table below.





## **3.2 Financial Summary**

An overview of Covanta Holding Corporation's financial condition for the last five fiscal years is summarized in the table below. Full annual reports are available on Covanta's web site at: <a href="http://investors.covantaholding.com/">http://investors.covantaholding.com/</a>.

	2014	2013	2012	2011	2010
Total Operating Revenues <sup>2</sup>	\$1,682	\$1,630	\$1,644	\$1,650	\$1,583
Adjusted EPS <sup>3</sup>	\$0.39	\$0.38	\$0.58	\$0.54	\$0.46
Adjusted EBITDA <sup>4</sup>	\$474	\$494	\$507	\$494	\$476
Free Cash Flow <sup>5</sup>	\$240	\$251	\$262	\$282	\$323

Note: Figures are in millions, US dollars.

<sup>&</sup>lt;sup>2</sup> Revenues for the years 2010 to 2012 exclude revenues related to our insurance subsidiaries and discontinued operations (specifically independent power plants in Asia).

<sup>&</sup>lt;sup>3</sup> Adjusted EPS for the years 2010 to 2012 exclude results related to our insurance subsidiaries and discontinued operations (specifically independent power plants in Asia).

<sup>&</sup>lt;sup>4</sup> Adjusted EBITDA for the years 2010 to 2012 exclude results related to our insurance subsidiaries and discontinued operations (specifically independent power plants in Asia). Adjusted EBITDA for the year 2009 exclude results related to our discontinued operations (specifically independent power plants in Asia).

<sup>&</sup>lt;sup>5</sup> Free Cash Flow for the years 2010 to 2012 exclude results related to our insurance subsidiaries and discontinued operations (specifically independent power plants in Asia).





## 4. Health and Safety

Covanta's commitment to health and safety helps us maintain consistent productivity and quality work that supports our reputation as a renewable energy leader in the energy-fromwaste (EfW) sector. We maintain a comprehensive health and safety program at all Covanta facilities and operations. Over the years, our dedication to safety has resulted in a reduction of accident and incident rates, as well as fostering a work ethic



that promotes the health and safety of every employee, contractor, visitor, customer and the community we serve. We also reward our employees for engaging in proactive behavior that helps us to improve safety performance.

#### 4.1 Safety Excellence Programs and External Recognition

The majority of domestic Covanta facilities participate in the Voluntary Protection Program (VPP) of the U.S. Occupational Safety and Health Administration (OSHA). Under VPP, management, labor and OSHA together establish cooperative Most of Covanta Energy's facilities are VPP Star Work sites. relationships at workplaces to implement a comprehensive safety and health management system.

Acceptance into VPP is OSHA's official recognition of the outstanding efforts of employers and employees to achieve exemplary occupational safety and health policies, procedures and practices.

We are also very proud to be among the top 10 companies in the United States to enter the majority of our operating locations into the OSHA VPP STAR program. Covanta has led more than 40 of its locations into the VPP STAR ranks of excellence. In addition, we maintain an internal safety awareness initiative that combines targeted communications with specialized training to facilitate a greater commitment to safety in the workplace.

#### **4.2 Emergency Preparedness**

Covanta has developed an Emergency Action Plan (EAP) for each community in which we operate. We view emergency preparedness as a natural extension of our health and safety program that considers the safety of all employees and community members to be everyone's responsibility. EAPs are written to comply with OSHA regulations and additional local regulatory requirements. Facility personnel are required to complete an exam testing their understanding and awareness of EAP provisions upon start of employment and must partake in our annual certification process.

Health and safety is one of our utmost important priorities at our energy-from-waste facilities and other operations around the world.



#### ATTACHMENT 11 & 16

#### FITTING HARMONIOUSLY INTO THE NATURAL ENVIRONMENT AND EXISTING USES AND SCENIC CHARACTER





To: Kyle Sullivan

From: Roger St.Amand

Re: MRC / FR Processing Facility Application | DEP# S-022458-WK-A-N Response to MDEP February 3, 2016 Letter

Date: February 8, 2016

Kyle,

The MDEP letter from February 3, 2016, regarding the MRC / FR solid waste processing facility application requested additional information regarding Attachments 11 & 16; Fitting Harmoniously into the Natural Environment and Existing Uses and Scenic Character. Specifically, the letter requested a formal response to comments from IF&W dated March 18, 2015, regarding maintenance of deer wintering areas and habitat management.

**Response:** As part of the MDEP NRPA and Solid Waste Applications, IF&W provided comments on August 18, 2015. IF&W also provided a letter on March 15, 2015, in response to a site visit with CES and staff biologist Keel Kemper to review the site prior to submitting applications, and a letter on March 18<sup>-</sup>2015, in response to a request for environmental review. The IF&W letter from March 18 mentioned bat species and deer wintering areas.

Bats were addressed as part of the federal permitting process as mentioned in the March 18 letter. In consultation with U.S. Fish and Wildlife Service (USFWS) staff, a survey plan was developed and implemented to assess the site for bat activity. An acoustical survey was conducted during the summer of 2015 to identify presence of Northern Long Eared Bats (NLEB). The survey did not identify any federally protected bat species within the site. As part of the permitting process with federal agencies, activities at the site will follow recommended management guidelines provided by USFWS, including the recently released Final 4D rule to minimize potential impacts to listed bat species. Management recommendations include:

- Avoiding tree clearing activities within 025 miles of known hibernaculum.
- Removal of a known roost tree, and avoiding tree clearing within 150 feet of a known occupied maternity roost tree from June 1 through July 31.

File | 02.08.2016 | Page 1



465 South Main Street PO Box 639 Brewer, Maine 04412 T 207.989.4824 F 207.989.4881



IF&W comments from August 18, 2015, included addressing the long term management of the deer wintering area on-site, and providing for protection of habitats associated with vernal pool breeding amphibians. CES submitted a response letter to MDEP staff on October 22, 2015, addressing the August 18 comments. The CES response letter indicated a forest management plan could be provided to address wildlife habitat concerns as part of compensatory mitigation plan, including deer wintering areas and vernal pool critical terrestrial habitat. This management plan is under development and is being completed in consultation with IF&W and federal permitting agencies. The final management plan, completed by a Licensed Professional Forester, can be provided as a condition of the permit prior to construction, subject to review and approval by IF&W. The 80 acres of the conservation area will include a perpetual conservation easement to protect the habitat area, and be held by a qualified conservation group. The management plan will address the wildlife habitat objectives identified by IF&W and provide for long term benefits to wildlife. The plan includes silvicultural prescriptions to enhance and maintain softwood cover for deer wintering areas; specific vernal pool terrestrial habitat management guidelines, and riparian corridor protection to protect water guality as primary objectives.

**Background:** The natural resource permitting requires both federal NRPA and Army Corps of Engineers (ACOE) approval under Section 404 of the Clean Water Act and the Maine General Permit for the project. The application submitted in June proposed preservation of 80 acres of the remaining MRC land as compensatory mitigation for impacts to protected natural resources. MDEP has indicated they will accept preservation of the remaining parcel, along with the management plan mentioned above to address IFW concerns over deer wintering areas and significant vernal pool habitats within the preservation area. ACOE denied the proposed compensatory mitigation approach and requested alternative compensation methods be developed. ACOE prefers this project use the in lieu fee program (ILF) for compensation, but may accept the preservation area if it can be part of a larger conservation block within the region, or a partial compensation. We have been in ongoing discussions with federal permitting agencies to identify an acceptable compensatory mitigation package. Currently, this includes preservation of the 80 acres and the wildlife habitat area outlined in the letter. We are working with IF&W biologists and stakeholders to finalize the plan.

Sincerely,

Roger St.Amand, LF#3523, CSS, LSE, CPESC, Senior Project Scientist, Licensed Professional Forester

RSA/jok



File | 02.08.2016 | Page 2



## **ATTACHMENT 12**

SITE DESIGN INFORMATION



#### ATTACHMENT 12 - REVISED

#### SITE DESIGN INFORMATION

#### SITE PLAN

Refer to the attached *Overall Site Plan* showing the area within 500 feet of the solid waste handling areas showing all structures; protected natural resources; roads; property boundaries; receiving, processing, curing (NA) and storage areas; residences; erosion and sedimentation control features; odor control structures (NA); water supply wells and springs; and barriers or fencing and gates to prevent unauthorized persons access to the site.

#### PLAN VIEWS

Refer to the attached *Proposed Site Plan* depicting the buildings; processing unit(s); utilities; and storm water and erosion and sedimentation control structures.

#### SUBSURFACE INVESTIGATION INFORMATION

A subsurface investigation has been completed by SW Cole, Inc. (SW Cole) as part of this project to evaluate that soil bearing capacity is sufficient to support the proposed processing facility. Please refer to the attached report.

#### AQUIFER MAP

Attached is a copy of the most recent Maine Geological Survey *Significant Sand and Gravel Aquifer Map* with the facility site and the waste handling area clearly delineated.

# REPORT

August 17, 2015 15-0024 S

# Explorations and Geotechnical Engineering Services

Proposed MRC Facility Hampden, Maine

#### PREPARED FOR:

CES, Inc. Attention: Mr. Sean Thies, P.E. 465 South Main Street P.O. Box 639 Brewer, ME 04412

#### PREPARED BY:

S. W. Cole Engineering, Inc. 37 Liberty Drive Bangor, ME 04401 (207) 848-5714



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

# www.swcole.com

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Sheet	1A	Exploration Location Plan
Sheets	2 to 28	Exploration Logs
Sheet	29	Key to the Notes and Symbols
Sheets	30 to 33	Laboratory Test Results
Sheet	34	Underdrain Detail



15-0024 S

August 17, 2015

CES, Inc. Attention: Mr. Sean Thies, P.E. 465 South Main Street P.O. Box 639 Brewer, ME 04412

Subject: Explorations and Geotechnical Engineering Services Proposed MRC Facility Hampden, Maine

Dear Sean:

In accordance with our Agreement, we have performed subsurface explorations for the subject project. This report summarizes our findings and geotechnical recommendations and its contents are subject to the limitations set forth in Attachment A.

#### **1.0 INTRODUCTION**

#### 1.1 Scope and Purpose

The purpose of the work was to explore the subsurface conditions at the site and provide geotechnical recommendations relative to foundation design and earthwork associated with the proposed construction. Our scope of services included coordination and observation of twenty-six test borings, soils laboratory testing, geotechnical analysis of the subsurface findings and preparation of this report.

#### **1.2 Site and Proposed Construction**

Based on the information provided by CES, Inc. we understand development plans call for construction of a new pre-engineered steel processing facility with associated paved and stormwater management areas. The proposed site is located on the easterly side of Coldbrook Road, south of Interstate 95, in an industrial zoned area. A 5,000 linear foot access road is proposed through the currently wooded site. We understand the proposed processing facility will occupy a plan area of about 148,000 square feet and is proposed at a finished floor elevation of 144.5 feet. An administration building, located

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on the northwest side of the facility, will be wood framed and occupy a plan area of about 9,800 square feet. Paved drives and parking areas are proposed to the north and east of the facility. Storage tanks are proposed on the northern side of the facility with vertical heights on the order of 65 feet. A truck scale is planned on the northern side of the facility, adjacent to the storage tanks. The site will require up to 4 feet of fill to achieve bottom of slab grade for the southern portions of the facility.

The general site location is shown on the "Site Location Map," attached as Sheet 1. Proposed and existing site features are shown on the "Exploration Location Plan" attached as Sheet 1A.

#### 2.0 EXPLORATION AND TESTING

#### 2.1 Exploration

Twenty-six test borings (B-1 to B-26) were made on the site during the period April 28, 2015 through May 1, 2015. The explorations were made by S.W.COLE Explorations, LLC (a division of S. W. Cole Engineering, Inc.). The test boring locations were selected by S. W. Cole Engineering Inc. (S.W.COLE) and located at the site by CES, Inc. Logs of the explorations are attached as Sheets 2 through 28. Ground surface elevations noted on the test boring logs were provided by CES, Inc. A key to the notes and symbols used on the logs is attached as Sheet 29.

#### 2.2 Testing

The borings were performed using hollow stem augers and the soils were sampled at 2 to 5 foot intervals using Standard Penetration Testing (SPT) techniques. SPT blow counts and penetrometer tests performed on cohesive soils are shown on the test boring logs. Soil samples obtained from the explorations were returned to our laboratory for visual classification and testing. Four grain size analysis tests were performed on selected samples of glacial till soils and results are presented on Sheets 30 to 33.



#### 3.0 SITE AND SUBSURFACE CONDITIONS

#### 3.1 Surficial

The proposed building site is wooded with access through an existing gravel road. The ground surface elevation ranges from about 138 to 148 feet within the proposed building area. The ground surface elevation within the majority of the building area ranges from about 142 to 144 feet. Numerous boulders were observed on the ground surface within the central portion of the building area and north of the building where the exterior tanks and truck scale are planned.

#### <u>3.2 Soil</u>

The test borings made in the area of the proposed building encountered either medium dense and dense glacial till soil or silty clay soil overlying medium dense and dense glacial till soil. The silty clay soils are mostly hard to very stiff consistency. The clays become soft and compressible with depth in the easterly portion of the site. Soft clay was encountered at the northeasterly building corner (test boring B-19) at a depth of 8.5 to 10.9 feet below the existing ground surface. The test borings encountered refusal (probable bedrock) at elevations ranging from about 121.5 feet in the southerly portion of the site to 142 feet in the area of the proposed storage tanks.

Not all the strata were encountered at each exploration. Please refer to the attached logs for more detailed subsurface information.

#### 3.3 Groundwater

Groundwater was observed in the majority of the test borings. The average groundwater elevation observed during drilling was approximately 136 feet. Long term groundwater information is not available. It should be anticipated that seasonal groundwater levels will fluctuate, especially during periods of snowmelt and precipitation. Water likely perches atop the silty clay and glacial till soils.

#### 4.0 EVALUATION AND RECOMMENDATIONS

#### 4.1 General Findings

Based on the subsurface findings, the proposed construction appears feasible from a geotechnical standpoint. The principle geotechnical considerations are as follows:



- Perimeter frost walls, spread footing foundations and a slab-on-grade floor bearing on properly prepared subgrades appear suitable for the proposed building.
- Footings should bear on at least 12 inches of compacted Crushed Stone wrapped in geotextile fabric overlying undisturbed native soils.
- The on-grade floor slab should bear on at least 12 inches of properly compacted Structural Fill overlying properly prepared subgrades.
- Bedrock was encountered near anticipated foundation grade in the proposed exterior storage tank area and along a relatively short section of the northerly building wall. We recommend that a contingency be made for bedrock removal by drilling and blasting.
- Project design should incorporate underdrains at the perimeter footing grade.
- Subgrades across the site will consist of clays and glacial till that is easily disturbed by construction activities. Rubber tired construction equipment should not operate directly on the native clays and glacial till. Low ground pressure tracked equipment will be needed and temporary haul roads overlying geotextile fabric may be necessary. Excavation of bearing surfaces should be completed with a smooth-edged bucket to lessen subgrade disturbance.

#### 4.2 Site and Subgrade Preparation

We recommend that site preparation begin with the construction of an erosion control system to protect adjacent drainage ways and areas outside the construction limits. As much vegetation as possible should remain outside the construction areas to lessen the potential for erosion and site disturbance.

All forest duff and surficial soils with organics must be completely removed from beneath the proposed building, entrance slabs and paved areas until undisturbed native nonorganic soils is encountered. We recommend the bottom of footing subgrade consist of brown silty clay, glacial till or bedrock (if encountered). We recommend that excavations be completed with a smooth-edged bucket to help lessen disturbance of native soils and foundation bearing surfaces. S.W.COLE should observe exposed subgrades prior to placement of footings or compacted fill.



The silty clay encountered at the proposed storage tank area must be completely removed beneath the proposed foundation until undisturbed glacial till or bedrock is encountered. Overexcavation of the silty clay should extend 1-foot laterally outward from edge of foundations for every 1-foot of vertical excavation depth (1H:1V bearing splay). Overexcavations should be backfilled to foundation elevation with compacted Structural Fill or Crushed Stone.

Bedrock was encountered near anticipated excavation depths along the northern wall. We recommend that a contingency be made for bedrock removal by drilling and blasting.

We recommend the subgrade fill required for the paved areas be placed as early in the construction schedule as possible. Soft, compressible gray silty clay was encountered at the test borings for the paved areas on the easterly portion of the site. Early placement of the fill may assist to minimize potential consolidation of the silty clay strata prior to placement of the pavement.

#### 4.3 Excavations and Dewatering

Excavation work will generally encounter silty clay and glacial till soils. Care must be exercised during construction to limit disturbance of the bearing soils. Earthwork and grading activities should occur during drier Summer and Fall seasons. Rubber tired construction equipment should not operate directly on the native soils. Final cuts to subgrade elevation in soil should be performed with a smooth-edged bucket to help reduce soil disturbance.

Sumping and pumping dewatering techniques should be adequate to control groundwater in excavations. Controlling the water levels to at least 1 foot below planned excavation depths will help stabilize subgrades during construction. Excavations must be properly shored or sloped in accordance with OSHA regulations to prevent sloughing and caving of the sidewalls during construction. The design and planning of excavations, excavation support systems, and dewatering is the responsibility of the contractor.

#### 4.4 Foundation Design

We recommend the following for foundation design:



#### Facility

Foundations for the facility should be cast on 12 inches of compacted Crushed Stone wrapped with a geotextile filter fabric (Mirafi 160N or equivalent) overlying undisturbed native soils. The native soils must consist of silty clay, glacial till or bedrock (if encountered). The Crushed Stone layer may be reduced to 6 inches for bedrock subgrades and the geotextile fabric may be omitted. Where Structural Fill or Granular Borrow is required to raise existing grades to footing elevation, the geotextile wrapped crushed stone layer is not required.

#### Exterior Storage Tanks

Foundations for the exterior storage tanks should be cast on 12 inches of compacted Crushed Stone wrapped with a geotextile filter fabric (Mirafi 160N or equivalent) overlying undisturbed native soils. The native soils must consist of glacial till or bedrock. The Crushed Stone layer may be reduced to 6 inches for bedrock subgrades and the geotextile fabric may be omitted.

We recommend the following geotechnical parameters for foundation design:

Design Frost Depth	5 feet
Allowable Soil Bearing Pressure	3.5 ksf
Modulus of Subgrade Reaction	150 pci
Seismic Soil Site Class	D (IBC 2009)
Total Unit Weight of Backfill	130 pcf (compacted Structural Fill)
Active Lateral Earth Pressure Coefficient	0.30 (compacted Structural Fill)
At-Rest Lateral Earth Pressure Coefficient	0.5 (compacted Structural Fill)
Passive Lateral Earth Pressure Coefficient	3.0 (compacted Structural Fill)
Estimated Post-Construction Settlement	Less than 1/2 inch
Base Friction Factor	0.4 (Crushed Stone)

## 4.5 Slab-On-Grade

On-grade floor slabs in heated areas may be designed using a subgrade reaction modulus of 150 pci (pounds per cubic inch) provided the slab is underlain by at least 12inches of compacted Structural Fill overlying properly prepared subgrades. We recommend compacted Granular Borrow or Structural Fill be used for subgrade fill



within the building area. The structural engineer or concrete consultant must design steel reinforcing and joint spacing appropriate to slab thickness and function.

We recommend a sub-slab vapor retarder particularly in areas of the building where the concrete slab will be covered with an impermeable surface treatment or floor covering that may be sensitive to moisture vapors. The vapor retarder must have a permeance that is less than the floor cover or surface treatment that is applied to the slab. The vapor retarder must have sufficient durability to withstand direct contact with the sub-slab base material and construction activity. The vapor retarder material shall be placed according to the manufacturer's recommended method, including the taping and lapping of all joints and wall connections. The architect and/or flooring consultant should select the vapor retarder products compatible with flooring and adhesive materials.

The floor slab should be appropriately cured using moisture retention methods after casting. Typical floor slab curing methods should be used for at least 7 days. The architect or flooring consultant should assign curing methods consistent with current applicable American Concrete Institute (ACI) procedures with consideration of curing method compatibility to proposed surface treatments, flooring and adhesive materials.

#### 4.6 Backfill and Compaction

We recommend the following fill and backfill materials for use during construction:

<u>Granular Borrow</u>: Mixture of sand and gravel, meeting the MDOT Standard Specification 703.19 "Granular Borrow". Granular Borrow is recommended for:

- Fill to raise building and paved areas
- Fill to raise landscape areas

<u>Structural Fill</u>: Clean, non-frost susceptible, sand and gravel, free of organics and other deleterious materials meeting the following gradation:



Structural Fill							
Sieve Size	Percent Finer by Weight						
4 Inch	100						
3 Inch	90 to 100						
1/4 Inch	25 to 90						
#40	0 to 30						
#200	0 to 5						

Structural Fill is recommended for:

- Fill to raise building and paved areas
- Backfill for foundations exposed to freezing temperatures (interior and exterior of perimeter building foundations, as well as outdoor structures such as light pole bases)
- Slab-on-grade base material
- Backfill within the frost-free transition zones for building entrances and sidewalks

<u>Crushed Stone</u>: Crushed Stone, used beneath foundations and for drainage aggregate, should meet the gradation requirements of MDOT Standard Specifications 703.22 "Underdrain Backfill Type C".

<u>Placement and Compaction</u>: Fill should be placed in horizontal lifts and compacted such that the desired density is achieved throughout the lift thickness with 3 to 5 passes of the compaction equipment. Loose lift thicknesses for grading, fill and backfill activities should not exceed 12 inches. We recommend that fill and backfill in building areas be compacted to at least 95 percent of its maximum dry density as determined by ASTM D-1557. Crushed Stone should be compacted in loose lifts not exceeding 12-inches with 2 to 3 passes of a vibratory plate compactor with a static weight of at least 600 lbs.

#### 4.7 Foundation Drainage

We recommend an underdrain system be installed on the outside edge of the geotextile fabric wrapped Crushed Stone layer recommended below perimeter footings. The underdrain pipe should consist of 4-inch diameter, perforated SDR-35 foundation drain



pipe bedded in Crushed Stone and wrapped in non-woven geotextile fabric. We understand a drip strip is proposed along the northern and southern walls, we recommend that a relatively impermeable media be placed between the Crushed Stone of the drip strip and the foundation wall backfill. The underdrain pipe must have a positive gravity outlet protected from freezing, clogging and backflow. Surface grades should be sloped away from the buildings for positive surface water drainage. A general underdrain detail is illustrated on Sheet 34.

#### 4.8 Control Joints

Post-construction settlement of the facility is expected to be 1/2 inch or less, provided subgrades are prepared properly. We recommend that control joints be provided in the floor slab and foundation walls to accommodate minor post-construction movement and shrinkage in the concrete as it cures.

#### 4.9 Entrances

Entrance slabs adjacent to the addition must be designed to reduce the effects of differential frost action between adjacent doorways and entrances. We recommend that non-frost susceptible Structural Fill be provided to a depth of at least 5 feet below the top of entrance slabs. This thickness of Structural Fill should extend the full width of the entrance slabs and, thereafter transitioning up to the bottom of the adjacent roadway gravels at a 3H:1V or flatter slope. General details of this frost transition zone are illustrated on Sheet 34.

#### 4.10 Pavement Considerations

We understand that the entrance drive and the loading dock area will be subject to heavy vehicle loadings and the remainder of the parking areas will be subjected to passenger car and light truck traffic.

We recommend the following pavement sections for your consideration. The materials are based on Maine Department of Transportation Standard Specifications.



BITUMINOUS PAVEMENT SECTIONS									
Pavement Layer	Standard Duty	Heavy Duty							
Maine DOT 12.5 mm Superpave (50 Gyration Design)	1½ inches	1½ inches							
Maine DOT 19.0 mm Superpave (50 Gyration Design)	2 inches	2½ inches							
Maine DOT Crushed Aggregate Base 703.06 Type A	6 inches	6 inches							
Maine DOT Aggregate Subbase 703.06 Type D	12 inches	18 inches							
Geotextile Stabilization Fabric (Mirafi 600X or equivalent)									

Given the variable subgrade soils and potential for saturated subgrades, we recommend the use of a geotextile stabilization fabric such as Mirafi 600X (or equivalent) between subgrade soils and new subbase gravel.

The base and subbase materials should be compacted to at least 95 percent of their maximum dry densities as determined by ASTM D-1557 (Modified Proctor). Bituminous pavement should be compacted to 92 to 97 percent of its theoretical maximum density as determined by ASTM D-2041. The binder and surface pavements should be placed during the same construction season. Tack coat between pavement layers is recommended. Consideration should be given to the development of both surface and subgrade drainage. If used, the underdrains may consist of 4-inch diameter slotted underdrain pipe with filter sock enveloped in Maine DOT 703.22 Type B Underdrain. The underdrains should be installed at a depth of 5 feet to provide frost protection and the outlets should be protected from freezing. The underdrains will require positive gravity outlets.

We understand fill on the order of 4 feet will be required to attain subgrade elevation for portions of the loading dock area. We recommend using compacted Granular Borrow or subbase gravel.

Where utilities are proposed beneath the new paved areas, backfilling of the utility trenches should be made in a manner to reduce differential frost action. Utility pipes should be bedded and surrounded using materials consistent with the manufacturer's specifications. Above the utility bedding, backfill in trenches should be material similar to that in the trench sidewalls to lessen the potential for differential frost action between the trench and the adjacent materials. The backfill material should be placed in



horizontal lifts not exceeding 12 inches in thickness and should be compacted to a density similar to that of the material in the adjacent trench sidewalls.

Frost penetration can be on the order of 5 feet or more in this area of the state. In the absence of full depth excavation of frost susceptible soils or use of insulation, frost will penetrate into the subgrade and some frost heaving and pavement distress must be anticipated.

#### 4.11 Weather Considerations

Construction activity should be limited during wet and freezing weather, and the site soils may require drying before construction activities may continue. The contractor should anticipate the need for water to temper fills in order to facilitate compaction during dry weather. If construction takes place during cold weather, subgrades, foundations and floor slabs must be protected during freezing conditions. Concrete and fill must not be placed on frozen soil; and once placed, the concrete and soil beneath the structure must be protected from freezing.

#### 4.12 Design Review and Construction Testing

S.W.COLE should be retained to review the final design and specifications to determine that our earthwork and foundation recommendations have been properly interpreted and implemented.

A soils and concrete testing program should be implemented during construction to observe compliance with the design concepts, plans, and specifications. S.W.COLE is available to provide subgrade observations for foundations and roadways as well as testing services for soils and concrete.



15-0024 S August 17, 2015

#### **5.0 CLOSURE**

It has been a pleasure to be of assistance to you with this phase of your project. If you have any questions, or if we may be of further assistance, please do not hesitate to contact us.

Sincerely,

#### S. W. Cole Engineering, Inc.

Nathan D. Strout, P.E. Geotechnical Engineer

Robert E. Chaput, Jr., P.E. Senior Geotechnical Engineer

NDS:rec



## ATTACHMENT A Limitations

This report has been prepared for the exclusive use of CES, Inc. for specific application to the proposed MRC Facility in Hampden, Maine. S. W. Cole Engineering, Inc. has endeavored to conduct the work in accordance with generally accepted soil and foundation engineering practices. No warranty, expressed or implied, is made.

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

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

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

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

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





# **BORING LOG**

BORING NO .:	B-1
SHEET:	1 OF 1
PROJECT NO.:	15-0024 S
DATE START:	4/28/2015
DATE FINISH:	4/28/2015
ELEVATION:	141.2' +/-
SWC REP.:	KJH
WATER LEVEL INFOR	MATION
NO FREE WATER OB	SERVED

PROJECT / CLIENT:	PROPOSED	PROPOSED MRC FACILITY / CES, INC.								
LOCATION:	HAMPDEN, N	HAMPDEN, MAINE								
DRILLING CO. :	S.W.COLE E	XPLORATION	IS, LLC	DRILLER:	BOB MARCOUX					
	TYPE	SIZE I.D.	HAMMER WT	. HAMMER FALL						
CASING:	HSA	2 1/2"								

SS 1 3/8" 140 LB 30"

SAMPLER: CORE BARREL:

CASING BLOWS		SAN	<b>/IPLE</b>		SAM	PLER BL	LOWS P	PER 6"	DEDTU				
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	SIRATA & TEST DATA			
									1.0'	TOPSOIL			
	1D	24"	12"	2.0'	2	2	6	7		BROWN GRAVELLY SILTY SAND (GLACIAL TILL)			
	2D	8"	8"	2.7'	13	50/2"			2.6'				
									3.9'	WEATHERED BEDROCK			
										AUGER REFUSAL @ 3.9			
										(PROBABLE BEDROCK)			
					-								
					-								
	-0.		1	0011 0				1					
SAMPL	=5: IT 000			SOILC	LASSI	FIED B	Y:		REMAR	K5:	_		
U = SPL					יסח		1/10111	IV					
S = 2 3				Y	SOI					APPROXIMATE BOLINDARY BETWEEN SOIL TYPES	$\checkmark$		
U = 3.5''	SHELD		3F	^		SORATO		ST		AND THE TRANSITION MAY BE GRADUAL	- D 4		
- 0.0	J C C L								1	BORING NO.:	D-1		



PROJECT / CLIENT: PROPOSED MRC FACILITY / CES, INC. HAMPDEN, MAINE

TYPE

HSA

SS

S.W.COLE EXPLORATIONS, LLC

2 1/2"

1 3/8"

## **BORING LOG**

BOB MARCOUX

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LB

BORING NO .:	B-2				
SHEET:	1 OF 1				
PROJECT NO.:	15-0024 S				
DATE START:	4/28/2015				
DATE FINISH:	4/28/2015				
ELEVATION:	140.7' +/-				
SWC REP.:	KJH				
WATER LEVEL INFORMATION					

WATER @ 7.0' AT COMPLETION OF BORING

SAMPLER: CORE BARREL:

CASING:

LOCATION: DRILLING CO. :

CASING BLOWS		SAMPLE SAMPLER BLOWS PER 6"		DEDTU						
PER	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
				0.50.					0.8'	TOPSOIL
	1D	24"	18"	2.0'	1	1	2	3		BROWN SANDY SILT
									2.8'	~ LOOSE ~
	2D	24"	24"	4.0'	6	9	10	10		q <sub>p</sub> = 8.5-9+ ks
										BROWN SILTY CLAY
	<b>. .</b>	0.4"	0.4"	7.01	_	_	_		7.01	~ HARD CONSISTENCY BECOMING VERY STIFF WITH DEPTH ~
	3D	24"	24"	7.0	4	6	/	9	1.2	q <sub>p</sub> = 5 KS
	-									BROWN GRAVELLY SILTY SAND (GLACIAL TILL)
	4D	16"	14"	11.3'	10	12	50/4"		11.3'	~ MEDIUM DENSE ~
										(PROBABLE BEDROCK)
										(I ROBABLE BEBROOK)
SAMPL	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	KS:
D = SPLIT SPOON										$\frown$
C = 2" S	HELB	( TUBE			DRI	LLER -	VISUA	LLY		STRATIFICATION LINES REPRESENT THE (3)
S = 3" S	HELB	TUBE	_	Х	SOI	LTECH	I VIS	UALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
U = 3.5" SHELBY TUBE LABORATORY TE			ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-2					



PROJECT / CLIENT: PROPOSED MRC FACILITY / CES, INC. LOCATION: HAMPDEN, MAINE

TYPE

HSA

SS

S.W.COLE EXPLORATIONS, LLC

2 1/2"

1 3/8"

# **BORING LOG**

BOB MARCOUX

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LB

BORING NO .:	B-3				
SHEET:	1 OF 1				
PROJECT NO.:	15-0024 S				
DATE START:	4/28/2015				
DATE FINISH:	4/28/2015				
ELEVATION:	142.6' +/-				
SWC REP.:	KJH				
WATER LEVEL INFORMATION					

WATER @ 4.5' AT COMPLETION OF BORING

SAMPLER: CORE BARREL:

CASING:

LOCATION: DRILLING CO. :

CASING SAMPLER BLOWS PER 6" SAMPLE BLOWS **STRATA & TEST DATA** DEPTH DEPTH PER 6-12 12-18 NO. PEN. REC. 0-6 18-24 FOOT @ BOT 0.8' TOPSOIL  $q_p = 9 + ksf$ 1D 24" 2.0' 2 5 21" 1 6 **BROWN SILTY CLAY** 2D 24" 24" 7.0' 4 7 7 18  $q_{p} = 8.5-9 \text{ ksf}$ ~ HARD CONSISTENCY BECOMING VERY STIFF WITH DEPTH ~ q<sub>p</sub> = 6.5-7 ksf 3D 24" 24" 11.5' 4 7 7 18 11.2' BROWN GRAVELLY SILTY SAND WITH COBBLES (GLACIAL TILL) 4D 24" 10" 7 16.0 16 31 33 ~ DENSE ~ 17.7' AUGER REFUSAL @ 17.7' (PROBABLE BEDROCK) SOIL CLASSIFIED BY: REMARKS: SAMPLES: D = SPLIT SPOON C = 2" SHELBY TUBE **DRILLER - VISUALLY** STRATIFICATION LINES REPRESENT THE 4 S = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO .: B-3



# **BORING LOG**

30"

BORING NO .:	B-4					
SHEET:	1 OF 1					
PROJECT NO.:	15-0024 S					
DATE START:	4/28/2015					
DATE FINISH:	4/28/2015					
ELEVATION:	141.9' +/-					
SWC REP.: KJH						
WATER LEVEL INFORMATION						
NO FREE WATER OBSERVED						

PROJECT / CLIENT:	PROPOSED	MRC FACILIT	Y / CES, INC.		
LOCATION:	HAMPDEN, M	IAINE			
DRILLING CO. :	S.W.COLE EX	XPLORATION	IS, LLC	DRILLER:	BOB MARCOUX
	TYPE	SIZE I.D.	HAMMER WT.	. HAMMER FALL	
CASING:	HSA	2 1/2"			

 HSA
 2 1/2"

 SS
 1 3/8"
 140 LB

SAMPLER: CORE BARREL:

CASING BLOWS	SING SAMPLE			SAMPLER BLOWS PER 6"			PER 6"		STRATA & TEST DATA	
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									1.0'	TOPSOIL
	1D	24"	3"	2.0'	1	1	2	4		
	0.0	0.4"	0.0"	1.01		40	40	45		
	20	24"	20"	4.0	8	13	16	15		BROWN GRAVELLY SILTY SAND WITH COBBLES (GLACIAL TILL)
										~ MEDIUM DENSE ~
	3D	24"	19"	7.0'	9	10	9	10		
									7.8'	
										AUGER REFUSAL @ 7.8'
										(PROBABLE BEDROCK)
		1					l			
SAMPL	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	KS:
U = SPL C = 2" 9					ופח		VISUA	IY		
S = 3" S	HELBY	TUBE		Х	SOI	L TECH	1 VISI	JALLY	APPROXIMATE BOUNDARY BETWEEN SOIL TYPES	
U = 3.5" SHELBY TUBE			LABORATORY TEST					AND THE TRANSITION MAY BE GRADUAL.		


HSA

SS

## **BORING LOG**

BOB MARCOUX

BORING NO .:	B-5						
SHEET:	1 OF 1						
PROJECT NO .:	15-0024 S						
DATE START:	4/28/2015						
DATE FINISH:	4/28/2015						
ELEVATION:	147.7' +/-						
SWC REP.:	KJH						
WATER LEVEL INFOR	MATION						
NO FREE WATER OBSERVED							

PROJECT / CLIENT:	PROPOSED	MRC FACILIT	Y / CES, INC.			
LOCATION:	HAMPDEN, MAINE					
DRILLING CO. :	S.W.COLE EXPLORATIONS, LLC DRILLER:					
	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL		

2 1/2"

1 3/8"

140 LB

30"

SAMPLER: CORE BARREL:

CASING:

CASING BLOWS		SAN	<b>IPLE</b>		SAM	PLER BI	LOWS F	PER 6"		οτρατά 9 τεςτ ράτα
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.7'	TOPSOIL
	1D	24"	14"	2.0'	1	4	3	3		
										BROWN SANDY SILT, SOME GRAVEL (GLACIAL TILL)
	2D	24"	23"	4.0'	8	14	8	8	5.01	~ MEDIUM DENSE ~
									5.0	
	3D	24"	15"	7.0'	5	9	13	13		BROWN GRAVELLY SILTY SAND WITH COBBLES (GLACIAL TILL)
										~ MEDIUM DENSE ~
		"								
	4D	23"	14"	10.9'	4	13	18	50/5"	10.9'	
					-					SPLIT SPOON AND ALIGER REFLISAL @ 10.9
										(PROBABLE BEDROCK)
SAMPL	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	KS:
D = SPL	IT SPC	OON		·						$\frown$
C = 2" S	HELB	TUBE			DRI	LLER -	VISUA	LLY		STRATIFICATION LINES REPRESENT THE (6)
S = 3" S	HELBY SHELL		F	X	SO		ו VIS RV ד⊏	JALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
0 - 0.0			-							BORING NO. B-5



BORING NO .:	B-6						
SHEET:	1 OF 1						
PROJECT NO.:	15-0024 S						
DATE START:	4/28/2015						
DATE FINISH:	4/28/2015						
ELEVATION:	146.6' +/-						
SWC REP.:	KJH						
WATER LEVEL INFOR	MATION						
WATER @ 9.5' AT COMPLETION OF BORING							

PROJECT / CLIENT:	PROPOSED I	PROPOSED MRC FACILITY / CES, INC.							
LOCATION:	HAMPDEN, M	HAMPDEN, MAINE							
DRILLING CO. :	S.W.COLE EX	<b>VPLORATION</b>	IS, LLC	DRILLER:	BOB MARCOUX				
				-					
	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL					
CASING:	HSA	2 1/2"							
SAMPLER:	SS	1 3/8"	140 LB	30"					

CASING BLOWS		SAM	<b>/IPLE</b>		SAM	PLER BI	LOWS F	PER 6"	DEDTU	OTDATA & TEST DATA
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	SIRATA & TEST DATA
									0.8'	TOPSOIL
	1D	24"	24"	2.0'	2	5	7	8		BROWN SILTY CLAY
									2.6'	~ VERY STIFF CONSISTENCY ~ q <sub>p</sub> = 5-6 ks
	2D	24"	19"	4.0'	5	32	35	42		
			-							DENOE
	00	0.4"	4.0"	7.01	40	00	00	05	-	
	30	24	12	7.0	13	23	20	25		BROWN GRAVELLY SILLY SAND WITH COBBLES (GLACIAL TILL)
									-	
										~ MEDIUM DENSE ~
	4D	24"	16"	12.0'	6	13	12	15		
									-	
									13.9'	
										AUGER REFUSAL @ 13.9'
									4	(PROBABLE BEDROCK)
									-	
									-	
									-	
									-	
									-	
									1	
									-	
									4	
									-	
									-	
									-	
									-	
	<b>F</b> O:	1	1					1		
	LS: IT OD			SULC	LASSI	FIED B	Y:		KEMAR	
C = 2" S					ופח	IIFR -	VISUA	ЦY		STRATIFICATION LINES REPRESENT THE
S = 3" S	HELB	TUBE		X	SOI	L TECH	1 VISI	UALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
U = 3.5"	SHEL	BY TUE	BE		LAE	ORATO	ORY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO B-6



TYPE

HSA

SS

S.W.COLE EXPLORATIONS, LLC

2 1/2"

1 3/8"

## **BORING LOG**

BOB MARCOUX

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LB

BORING NO .:	B-7						
SHEET:	1 OF 1						
PROJECT NO.:	15-0024 S						
DATE START:	4/28/2015						
DATE FINISH:	4/28/2015						
ELEVATION:	148.0' +/-						
SWC REP.:	KJH						
WATER LEVEL INFORMATION							

WATER @ 3.0' AT COMPLETION OF BORING

SAMPLER: CORE BARREL:

CASING:

CASING BLOWS		SAN	/IPLE		SAM	PLER B	LOWS F	PER 6"		
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.9'	TOPSOIL
	1D	24"	21"	2.0'	1	2	4	7		BROWN SILTY CLAY
									3.4'	~ VERY STIFF CONSISTENCY ~ $q_p = 7-8 \text{ ks}$
	2D	24"	24"	4.0'	7	9	15	21		
	3D	24"	21"	6.0'	8	18	18	20		
										BROWN GRAVELLY SILTY SAND WITH COBBLES (GLACIAL TILL)
										DENSE
									10.7'	
	4D	24"	19"	11.0'	8	20	32	37	11.0'	WEATHERED BEDROCK
			-	-			-	-		
										BOTTOM OF EXPLORATION @ 11.0
			-							
	-									
SAMPL	ES			SOILC			٧·			
D = SPL	LU. LIT SPC	DON			, .001	D	••			$\sim$
C = 2" S	HELBY	TUBE			DRI	LLER -	VISUA	LLY		STRATIFICATION LINES REPRESENT THE
S = 3" S	HELBY	' TUBE		Х	SO	L TECH	I VIS	UALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
U = 3.5"	SHELE	BY TUE	BE		LAE	ORAT	ORY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-7



BORING NO .:	B-8						
SHEET:	1 OF 1						
PROJECT NO .:	15-0024 S						
DATE START:	4/28/2015						
DATE FINISH:	4/28/2015						
ELEVATION:	147.6' +/-						
SWC REP .:	KJH						
WATER LEVEL INFOR	MATION						
NO FREE WATER OBSERVED							

PROJECT / CLIENT:	PROPOSED MRC FACILITY / CES, INC.								
LOCATION:	HAMPDEN, MAINE								
DRILLING CO. :	S.W.COLE E	XPLORATION	IS, LLC	DRILLER:	BOB MARCOUX				
	TYPE	SIZE I.D.	HAMMER WT	. HAMMER FALL					
CASING:	HSA	2 1/2"							

 HSA
 2 1/2"

 SS
 1 3/8"
 140 LB
 30"

CASING BLOWS		SAN	<b>/IPLE</b>		SAM	PLER BI	LOWS F	PER 6"	DEDTU	OTDATA & TEST DATA
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.9'	TOPSOIL
	1D	24"	24"	2.0'	4	6	8	10		BROWN SILTY CLAY
									3.6'	~ HARD CONSISTENCY ~ $q_p = 9+ ks$
	2D	23"	13"	4.0'	3	3	4	50/5"		
										BROWN GRAVELLY SILTY SAND WITH COBBLES (GLACIAL TILL)
	3D	24"	23"	7.0'	9	24	26	36		
										~ DENSE ~
	4D	8"	1"	10.2'	13	50/2"			10.2'	
										(PROBABLE BEDROCK)
SAMPI P	=S·		1	SOLIC			٧٠		REMAR	KS.
D = SPI	LT SPC	DON					••			
C = 2" S	HELBY	TUBF			DRI	LLER -	VISUA	LLY		STRATIFICATION LINES REPRESENT THE
S = 3" S	HELBY	TUBE		Х	SO	L TECH	I VIS	UALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
U = 3.5"	SHELE	BY TUE	BE		LAE	ORATO	ORY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-8



HSA

SS

## **BORING LOG**

BORING NO .:	B-9						
SHEET:	1 OF 1						
PROJECT NO .:	15-0024 S						
DATE START:	4/29/2015						
DATE FINISH:	4/29/2015						
ELEVATION:	144.7' +/-						
SWC REP .:	KJH						
WATER LEVEL INFOR	MATION						
NO FREE WATER OBSERVED							

PROJECT / CLIENT:	PROPOSED	PROPOSED MRC FACILITY / CES, INC.						
LOCATION:	HAMPDEN, M	HAMPDEN, MAINE						
DRILLING CO. :	S.W.COLE EX	<b>(PLORATION</b>	IS, LLC	DRILLER:	BOB MARCOUX			
	TYPE	SIZE I.D.	HAMMER WT	. HAMMER FALL				

2 1/2"

1 3/8"

140 LB

30"

SAMPLER: CORE BARREL:

CASING:

CASING BLOWS		SAN	IPLE		SAM	PLER BI	LOWS F	PER 6"		ετρατά 2 τεςτ ράτα
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPIN	STRATA & TEST DATA
									1.1'	TOPSOIL
										BROWN GRAVELLY SILTY SAND WITH COBBLES (GLACIAL TILL)
	1D	24"	17"	4.0'	8	11	15	20		
										~ MEDIUM DENSE ~
	2D	12"	6"	6.0'	10	14	50/0"		6.0'	
										SPLIT SPOON AND AUGER REFUSAL @ 6.0'
										(PROBABLE BEDROCK)
SAMPL	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	KS:
D = SPL C = 2" S	LIT SPC	OON 7 TUBF			DRI	LLER -	VISUAI	LLY		STRATIFICATION LINES REPRESENT THE
S = 3" S	HELBY	TUBE		Х	SOI	L TECH	1 VISI	JALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
U = 3.5"	SHELE	BY TUB	E		LAE	ORAT	ORY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-9



PROJECT / CLIENT: PROPOSED MRC FACILITY / CES, INC.

## **BORING LOG**

BORING NO .:	B-10
SHEET:	1 OF 1
PROJECT NO.:	15-0024 S
DATE START:	4/29/2015
DATE FINISH:	4/29/2015
ELEVATION:	144.5' +/-
SWC REP.:	KJH
WATER LEVEL INFOR	MATION
WATER @ 4.0' AFTER COMPLE	TION OF BORING

LOCATION:	HAMPDEN, MAINE								
DRILLING CO. :	S.W.COLE EX	XPLORATION	S, LLC	DRILLER:	BOB MARCOUX				
	TYPE	SIZE I.D.	HAMMER WT	. HAMMER FALL					
CASING:	HSA	2 1/2"							
SAMPLER:	SS	1 3/8"	140 LB	30"					

SAMPLER CORE BARREL:

CASING BLOWS		SAN	<b>IPLE</b>		SAM	PLER BI	LOWS F	PER 6"	DEDTU	οτρατά 9 τεςτ ράτα
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPIN	SIRATA & TEST DATA
									1.0'	TOPSOIL
									-	
	1D	24"	16"	3.0'	2	7	14	10	-	
					-					BROWN GRAVELLT SILTT SAND WITH COBBLES (GLACIAL TILL)
	2D	24"	20"	6.0'	8	13	48	35		~ DENSE ~
									-	
	3D	24"	22"	11.0'	7	10	13	12		
									12.0'	
									-	AUGER REFUSAL @ 12.0'
										(PROBABLE BEDROCK)
									-	
									-	
					-					
									-	
									-	
									-	
									-	
									-	
									-	
									1	
SAMPLE	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	KS:
D = SPL							10000			
C = 2" S S = 3" S	HELBY	TUBE		х	SOI	LLER - L TECH	VISUAI I VISI	LL Y JALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
U = 3.5"	SHELE	BY TUB	E		LAB	ORATO	DRY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-10



30"

BORING NO .:	B-11
SHEET:	1 OF 1
PROJECT NO .:	15-0024 S
DATE START:	4/29/2015
DATE FINISH:	4/29/2015
ELEVATION:	144.6' +/-
SWC REP.:	KJH
WATER LEVEL INFOR	MATION
WATER @ 12.4' IN A	UGERS

PROJECT / CLIENT:	PROPOSED	PROPOSED MRC FACILITY / CES, INC.							
LOCATION:	HAMPDEN, M	HAMPDEN, MAINE							
DRILLING CO. :	S.W.COLE EX	XPLORATION	IS, LLC	DRILLER:	BOB MARCOUX				
	TYPE	SIZE I.D.	HAMMER WT	. HAMMER FALL					
CASING:	HSA	2 1/2"							

HSA 2 1/2" SS 1 3/8" 140 LB

CASING BLOWS		SAN	/IPLE		SAM	PLER BL	OWS P	PER 6"	DEDTU	CTDATA 9 TECT DATA
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	SIKATA & TEST DATA
									0.8'	TOPSOIL
	1D	24"	5"	2.0'	1	3	4	5		
					-					
	2D	24"	18"	4.0'	6	12	11	10		
	3D	24"	14"	6.0'	5	9	11	12		BROWN GRAVELLY SAND AND SILT WITH COBBLES (GLACIAL HEL)
					-					
										~ MEDIUM DENSE ~
	4D	24"	12"	11.0'	15	12	16	17		
	40	24	15	11.0	15	12	10	17		
	5D	5"	3"	14.2'	50/5"				14.2'	
										(PROBABLE BEDROCK)
SAMPL	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	KS:
D = SPL	IT SPC									
C = 2"S	HELBY			V		LLER - I TECH				STRATIFICATION LINES REPRESENT THE
U = 3.5"	SHELE	BY TUE	BE	X	LAB		DRY TE	ST		AND THE TRANSITION MAY BE GRADUAL.
				<u> </u>						



BORING NO .:	B-12
SHEET:	1 OF 1
PROJECT NO.:	15-0024 S
DATE START:	5/1/2015
DATE FINISH:	5/1/2015
ELEVATION:	145.1 +/-
SWC REP .:	KJH
WATER LEVEL INFOR	MATION
WATER @ 9.2' IN AL	JGERS

PROJECT / CLIENT:	PROPOSED	PROPOSED MRC FACILITY / CES, INC.							
LOCATION:	HAMPDEN, N	HAMPDEN, MAINE							
DRILLING CO. :	S.W.COLE E	XPLORATION	IS, LLC	DRILLER:	BOB MARCOUX				
	TYPE	SIZE I.D.	HAMMER WT	. HAMMER FALL					
CASING <sup>.</sup>	HSA	2 1/2"							

 SS
 1 3/8"
 140 LB
 30"

CASING BLOWS		SAN	<b>NPLE</b>		SAM	PLER BI	_OWS F	PER 6"	DEPTH	STRATA & TEST ΠΑΤΑ
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEITI	
									0.8'	TOPSOIL
	1D	24"	14"	4.0'	5	17	33	34		BROWN GRAVELLY SILTY SAND WITH COBBLES (GLACIAL TILL)
	2D	24"	13"	6.0'	17	29	19	27		
										~ DENSE ~
	ЗD	24"	12"	11 0'	10	22	18	17		
	00	24	12	11.0	10	22	10		12.5'	
										(FROBABLE BEDROOK)
SAMPL	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	KS:
D = SPL	IT SPC	ON _								
C = 2" S S = 3" S	HELB			Y	DRI	LLER -	VISUAI			APPROXIMATE BOUNDARY BETWEEN SOULTYPES
U = 3.5"	SHEL	BY TUE	BE		LAE	ORATO	DRY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-12



BORING NO .:	B-13						
SHEET:	1 OF 1						
PROJECT NO.:	15-0024 S						
DATE START:	4/29/2015						
DATE FINISH:	4/29/2015						
ELEVATION:	146.7' +/-						
SWC REP .:	KJH						
WATER LEVEL INFORMATION							
NO FREE WATER OBSERVED							

PROJECT / CLIENT:	PROPOSED	MRC FACILIT	Y / CES, INC.						
LOCATION:	HAMPDEN, N	HAMPDEN, MAINE							
DRILLING CO. :	S.W.COLE E	XPLORATION	IS, LLC	DRILLER:	BOB MARCOUX				
	TYPE	SIZE I.D.	HAMMER WT	. HAMMER FALL					
CASING:	HSA	2 1/2"							

SS 1 3/8" 140 LB 30"

CASING BLOWS		SAN	/IPLE		SAMF	PLER BL	LOWS P	'ER 6"	DEDTU	οτρατά 9 τεςτ ράτα
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPIN	STRATA & TEST DATA
									0.9'	TOPSOIL
										BROWN GRAVELLY SILTY SAND WITH COBBLES (GLACIAL TILL)
	1D	24"	17"	4.0'	12	26	20	22		
	2D	10"	5"	5.0'	13	50/4"			5.0'	~ DENSE ~
										SPLIT SPOON AND AUGER REFUSAL @ 5.0'
										(PROBABLE BEDROCK)
					-					
	-									
					-					
SVMDI				5011 0			v.			KG.
D = SPI	ലാ. IT SPC	ON		SUIL C	LASSI	FIED B	ι.		REWAR	
C = 2" S	HELBY	TUBE			DRI	LLER -	VISUAI	LY		STRATIFICATION LINES REPRESENT THE
S = 3" S	HELBY	TUBE		Х	SOI	L TECH	I VISI	JALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
U = 3.5"	SHELE	BY TUB	BE		LAB	ORATO	ORY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-13



BORING NO .:	B-14						
SHEET:	1 OF 1						
PROJECT NO .:	15-0024 S						
DATE START:	4/29/2015						
DATE FINISH:	4/29/2015						
ELEVATION:	144.4' +/-						
SWC REP.:	KJH						
WATER LEVEL INFOR	WATER LEVEL INFORMATION						
NO FREE WATER OB	SERVED						

NO

PROJECT / CLIENT:	PROPOSED	PROPOSED MRC FACILITY / CES, INC.								
LOCATION:	HAMPDEN, MAINE									
DRILLING CO. :	S.W.COLE E	XPLORATION	IS, LLC	DRILLER: BOB MARCOU						
	TYPE	SIZE I.D.	HAMMER WT	. HAMMER FALL						
CASING:	HSA	2 1/2"								

SS 1 3/8" 140 LB 30"

BLOWS		SAN	<b>NPLE</b>		SAM	PLER B	LOWS F	PER 6"	DEDTU	ΟΤΡΑΤΑ 2 ΤΕΩΤ ΝΑΤΑ
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPIR	SIRATA & TEST DATA
									1.0'	TOPSOIL
-										
	1D	24"	22"	4.0'	4	6	8	8		BROWN SILTY CLAY q <sub>p</sub> = 9+ ks
	2D	24"	24"	7.0'	3	6	6	16	6.8'	~ HARD CONSISTENCY BECOMING VERY STIFF WITH DEPTH ~ $q_r = 4.5-5.5$ ks
				1.0					0.0	BROWN SILTY GRAVELLY SAND WITH COBBLES (GLACIAL TILL)
	3D	24"	15"	12.0'	10	10	12	13	12.5'	~ MEDIUM DENSE ~
										AUGER REFUSAL @ 12.5' (PROBABLE BEDROCK)
0.44.6			<u> </u>				<u> </u>		DE1	
SAMPL	ES: IT SPC	NON		SOIL C	LASSI	FIED B	Y:		REMAR	KS:
C = 2" S S = 3" S	HELB	/ TUBE / TUBF		x	DRI SO	ILLER -	VISUA	LLY UALLY		STRATIFICATION LINES REPRESENT THE 15
U = 3.5"	SHELI	BY TUE	BE	X	LAE	BORAT	ORY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO . R-14



30"

BORING NO .:	B-15
SHEET:	1 OF 1
PROJECT NO .:	15-0024 S
DATE START:	4/28/2015
DATE FINISH:	4/28/2015
ELEVATION:	147.5' +/-
SWC REP.:	KJH
WATER LEVEL INFOR	MATION
NO FREE WATER OB	SERVED

PROJECT / CLIENT:	PROPOSED	MRC FACILIT	Y / CES, INC.						
LOCATION:	HAMPDEN, N	HAMPDEN, MAINE							
DRILLING CO. :	S.W.COLE E	DRILLER:	BOB MARCOUX						
	TYPE	SIZE I.D.	HAMMER WT	. HAMMER FALL					
CASING:	HSA	2 1/2"							

HSA 2 1/2" SS 1 3/8" 140 LB

CASING BLOWS		SAN	<b>IPLE</b>		SAM	PLER B	LOWS P	PER 6"		
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA
									0.9'	TOPSOIL
	1D	12"	7"	3.0'	4	11	25/0"			BROWN GRAVELLY SILTY SAND WITH COBBLES (GLACIAL TILL)
	2D	14"	12"	5.2'	28	15	50/2"		5.2'	~ MEDIUM DENSE ~
										SPLIT SPOON AND AUGER REFUSAL @ 5.2'
										(PROBABLE BEDROCK)
									1	
									1	
									1	
					1				1	
SAMPL	ES			SOLLO			γ٠		REMAR	KS <sup>.</sup>
D = SPI	LU. IT SPC	DON					••			
C = 2" S	HELB	TUBE			DRI	LLER -	VISUAI	LLY		STRATIFICATION LINES REPRESENT THE
S = 3" S	HELBY	TUBE		Х	SOI	L TECH	1 VISI	JALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
U = 3.5"	SHELI	BY TUE	BE		LAB	ORAT	ORY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO. 8-15



### **BORING LOG**

BOB MARCOUX

30"

BORING NO .:	B-16
SHEET:	1 OF 1
PROJECT NO.:	15-0024 S
DATE START:	4/29/2015
DATE FINISH:	4/29/2015
ELEVATION:	142.8' +/-
SWC REP.:	KJH
WATER LEVEL INFOR	MATION
WATER @ 5.0' AFTER COMPLE	TION OF BORING

DRILLING CO. :	S.W.COLE E	S.W.COLE EXPLORATIONS, LLC							
	TYPE	SIZE I.D.	HAMMER WT.	HAMMER FALL					
CASING:	HSA	2 1/2"							
SAMPLER.	SS	1 3/8"	140 I B	30"					

SAMPLER: CORE BARREL:

LOCATION:

CASING SAMPLE SAMPLER BLOWS PER 6" BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH 6-12 12-18 NO. PEN. REC. 0-6 18-24 FOOT @ BOT TOPSOIL 0.9' 1D 24" 16" 4.0' 19 20 19 20 ~ DENSE ~ BROWN GRAVELLY SILTY SAND WITH COBBLES (GLACIAL TILL) 2D 24" 15" 7.0' 7 19 26 28 ~ MEDIUM DENSE ~ 3D 24" 12" 12.0' 24 16 30 9 4D 20" 13" 16.2' 50/2" 9 20 32 16.2' SPLIT SPOON REFUSAL @ 16.2' (PROBABLE BEDROCK) SOIL CLASSIFIED BY: REMARKS: SAMPLES: D = SPLIT SPOON C = 2" SHELBY TUBE DRILLER - VISUALLY STRATIFICATION LINES REPRESENT THE 17 S = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO .: B-16



SS

## **BORING LOG**

BORING NO .:	B-17
SHEET:	1 OF 1
PROJECT NO .:	15-0024 S
DATE START:	4/30/2015
DATE FINISH:	4/30/2015
ELEVATION:	144.2' +/-
SWC REP.:	KJH
WATER LEVEL INFOR	MATION
WATER @ 7.5	1

 PROJECT / CLIENT:
 PROPOSED MRC FACILITY / CES, INC.

 LOCATION:
 HAMPDEN, MAINE

 DRILLING CO. :
 S.W.COLE EXPLORATIONS, LLC
 DRILLER:
 BOB MARCOUX

 TYPE
 SIZE I.D.
 HAMMER WT. HAMMER FALL

 CASING:
 HSA
 2 1/2"

1 3/8"

140 LB

30"

CASING: SAMPLER:

CORE BARREL:

CASING BLOWS		SAN	/IPLE	1	SAM	PLER BL	.OWS F	PER 6"	DEPTH	STRATA & TEST DATA
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24		
									0.8'	TOPSOIL
	1D	10"	1"	2 8'	1/	50/4"				
		10	4	2.0	14	30/4				BROWN GRAVELLY SILTY SAND WITH COBBLES (GLACIAL TILL)
	2D	24"	14"	6.5'	10	26	28	27		
										~ DENSE ~
	3D	20"	12"	10.7'	27	29	33	50/2"	10.7'	
										(PROBABLE BEDROCK)
					-					
							1			
SAMPL	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	KS:
D = SPL					יפס		1/101141			
C=2 S S=3"S	HELB	TUBE		х	SOI	LLER - L TECH	I VISI			APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
U = 3.5"	SHEL	BY TUB	BE		LAB	ORATO	ORY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-17



TYPE

HSA

SS

S.W.COLE EXPLORATIONS, LLC

2 1/2"

1 3/8"

## **BORING LOG**

BOB MARCOUX

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LB

BORING NO .:	B-18							
SHEET:	1 OF 1							
PROJECT NO .:	15-0024 S							
DATE START:	4/29/2015							
DATE FINISH:	4/29/2015							
ELEVATION:	142.9' +/-							
SWC REP .:	KJH							
WATER LEVEL INFORMATION								

WATER @ 3.0' AFTER COMPLETION OF BORING

SAMPLER: CORE BARREL:

CASING:

CASING BLOWS		SAN	<b>MPLE</b>		SAMPLER BLOWS PER 6"			PER 6"	DEDTU	
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	SIRAIA & IESI DATA
				0.50.					1.0'	TOPSOIL
	1D	24"	20"	4.0'	5	5	6	5		BROWN SANDY SILT
	2D	24"	24"	7 0'	3	3	4	4		~ MEDILIM DENSE ~
	20	27	27	1.0	Ŭ	0	-	-	8.5'	
	-									
	3D	24"	24"	12.0'	1 FO	R 12"	1	2		GRAY SILTY CLAY
										~ SOFT CONSISTENCY ~
	4D	24"	14"	17.0'	WOH	WOH	WOH	WOH		
									18.4'	
	5D	23"	16"	21 4'	4	10	15	50/5"	21 4'	~ MEDILIM DENSE ~
	02							00,0		
										SPLIT SPOON REFUSAL @ 21.4'
										(PROBABLE BEDROCK)
									-	
			<u> </u>							
SAMPLI	ES:			SOILC	CLASSI	FIED B	Y:		REMAR	KS:
D = SPL	LIT SPC				יסח		1/101101			
S = 3" S	HELBY	TUBE		х	SOI	L TECH	1 VISI	JALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
U = 3.5"	SHEL	BY TUE	BE	Ê	LAB	ORATO	ORY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-18



TYPE

HSA

SS

S.W.COLE EXPLORATIONS, LLC

2 1/2"

1 3/8"

### **BORING LOG**

BOB MARCOUX

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LB

BORING NO .:	B-19							
SHEET:	1 OF 1							
PROJECT NO.:	15-0024 S							
DATE START:	4/30/2015							
DATE FINISH:	4/30/2015							
ELEVATION:	142.2' +/-							
SWC REP .:	KJH							
WATER LEVEL INFORMATION								

SAMPLER: CORE BARREL:

CASING:

LOCATION: DRILLING CO. :

CASING SAMPLER BLOWS PER 6" SAMPLE BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH 12-18 NO. PEN. REC. 0-6 6-12 18-24 FOOT @ BOT TOPSOIL 0.8' 1D 24" 24" 4.0' 4 5 7 8 BROWN MOTTLED SILTY CLAY q<sub>p</sub> = 7-7.5 ksf 2D 24" 24" 7.0' 4 6 9 11 ~ VERY STIFF CONSISTENCY ~  $q_{p} = 6-6.5 \text{ ksf}$ 8.5' GRAY SILTY CLAY  $q_p = 0.5-1 \text{ ksf}$ 3D 24" 24" 11.3' 1 1 1 11 10.9' ~ SOFT CONSISTENCY ~ GRAY GRAVELLY SILTY SAND WITH COBBLES (GLACIAL TILL) 4D 24" 15" 16.0 13 15 22 11 ~ MEDIUM DENSE ~ 20.3' 5D 10" 4" 20.3' 11 50/4" SPLIT SPOON REFUSAL @ 20.3' (PROBABLE BEDROCK) SOIL CLASSIFIED BY: REMARKS: SAMPLES: D = SPLIT SPOON 20 C = 2" SHELBY TUBE **DRILLER - VISUALLY** STRATIFICATION LINES REPRESENT THE S = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO .: B-19



TYPE

HSA

SS

S.W.COLE EXPLORATIONS, LLC

2 1/2"

1 3/8"

## **BORING LOG**

BOB MARCOUX

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LB

BORING NO .:	B-20							
SHEET:	1 OF 1							
PROJECT NO .:	15-0024 S							
DATE START:	4/30/2015							
DATE FINISH:	4/30/2015							
ELEVATION:	140.2' +/-							
SWC REP .:	KJH							
WATER LEVEL INFORMATION								

WATER @ 8.0' AFTER COMPLETION OF BORING

SAMPLER: CORE BARREL:

CASING:

CASING BLOWS		SAM	<b>MPLE</b>		SAM	PLER BI		PER 6"	DEDTU	OTDATA & TEOT DATA	
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	STRATA & TEST DATA	
									1.0'	TOPSOIL	
	40	0.4"	0.4"	1.01	0	-	-	-	-		
	1D	24"	24"	4.0'	3	5	5	5	-	GRAY-BROWN CLAYEY SILI	q <sub>p</sub> = 4-5 ks
	2D	24"	24"	7.0'	2	2	3	5	-	~ STIFF CONSISTENCY ~	q <sub>p</sub> = 3.5-4 ks
									9.0'		
										GRAY SILTY CLAY	
	20	24"	24"	12.0'	1	1	1	2	12.0'	~ SOFT CONSISTENCY ~	
	50	24	24	12.0	1	1	1	2			
										BOTTOM OF EXPLORATION @ 12.0'	
									-		
									-		
									-		
									-		
	-				-				-		
									-		
									-		
									-		
									_		
SAMPL	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	KS:	
D = SPL	IT SPO	DON			-						$\bigcirc$
C = 2" S	HELB	Y TUBE			DRI	LLER -	VISUA	LLY		STRATIFICATION LINES REPRESENT THE	(21)
S = 3" S				X	SOI		I VIS	UALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES	$\bigcirc$
U = 3.5"	SHEL	BAIDE	5E		LAE	SORA I (	<b>JRY IE</b>	51		AND THE TRANSITION MAY BE GRADUAL. BORING NO.:	B-20



TYPE

HSA

SS

S.W.COLE EXPLORATIONS, LLC

2 1/2"

1 3/8"

### **BORING LOG**

BOB MARCOUX

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LB

BORING NO .:	B-21						
SHEET:	1 OF 1						
PROJECT NO.:	15-0024 S						
DATE START:	4/30/2015 4/30/2015						
DATE FINISH:							
ELEVATION:	140.9' +/-						
SWC REP .:	KJH						
WATER LEVEL INFORMATION							

WATER @ 5.5' AFTER COMPLETION OF BORING

SAMPLER: CORE BARREL:

CASING:

CASING BLOWS		SAM	<b>MPLE</b>		SAMF	PLER BI	LOWS PER 6"		DEDTU	OTDATA & TEST DATA
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	SIRATA & TEST DATA
									1.1'	TOPSOIL
	1D	24"	24"	4.0'	3	6	8	10	-	BROWN MOTTLED SILTY CLAY $q_0 = 6.5-7.5$ ks
	2D	24"	24"	6.0'	2	6	7	9	-	
									8.0'	$\sim$ VERT STIFF CONSISTENCE $\sim$ $q_p = 5.5 \text{ ks}$
	0.0	0.4"	0"	44.0	0	-	0	0		
	30	24	2	11.0	2	5	8	9	-	BROWN GRAVELLY SILLY SAND WITH COBBLES (GLACIAL TILL)
										~ MEDIUM DENSE ~
	4D	4"	3"	14.3'	50/4"				14.3'	
									•	ALIGER REFLISAL @ 14.3
									-	(PROBABLE BEDROCK)
									-	
									-	
									-	
									-	
									-	
									-	
SAMPL	ES:			SOILC	CLASSI	FIED B	Y:		REMAR	KS:
D = SPL		DON		r	יסח					
S = 3" S	HELBY	TUBE		Х	SOI	L TECH	1 VISI	UALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
U = 3.5"	SHEL	BY TUE	BE		LAB	ORAT	ORY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-21



TYPE

HSA

SS

S.W.COLE EXPLORATIONS, LLC

2 1/2"

1 3/8"

### **BORING LOG**

BOB MARCOUX

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LB

BORING NO .:	B-22						
SHEET:	1 OF 1						
PROJECT NO .:	15-0024 S						
DATE START:	4/30/2015						
DATE FINISH:	4/30/2015						
ELEVATION:	138.5' +/-						
SWC REP.:	KJH						
TER LEVEL INFORMATION							

WAT WATER @ 6' AFTER COMPLETION OF BORING

SAMPLER: CORE BARREL:

CASING:

CASING BLOWS		SAN	MPLE		SAM	LER BLOWS PER 6"		DEDTU		
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	SIRATA & TEST DATA
									1.0'	TOPSOIL
									-	
	1D	24"	6"	4 0'	5	7	8	9	-	BROWN MOTTLED SILTY CLAY
			0		Ŭ		Ŭ			
	2D	24"	24"	6.0'	3	4	7	9		
									8 5'	$\sim$ VERY STIFF CONSISTENCY $\sim$ q <sub>p</sub> = 6-6.5 ks
									0.0	
	3D	24"	16"	11.0'	10	13	14	12	-	BROWN GRAVELLY SILTY SAND WITH COBBLES (GLACIAL TILL)
									-	~ MEDIUM DENSE ~
	4D	14"	5"	15.2'	8	11	50/2"		15.2'	
										SPLIT SPOON REFUSAL @ 15.2'
										(PROBABLE BEDROCK)
									-	
									-	
									-	
									-	
									-	
									-	
					-				-	
SAMPL	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	KS:
D = SPL	IT SPC			<b></b>						
C = 2" S S = 3" S	HELB	TUBE TUBE	:	X	DRI	LLER -	VISUA L - VISI			APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
U = 3.5"	SHEL	BY TUE	BE		LAE	BORAT	ORY TE	ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-22



TYPE

HSA

SS

S.W.COLE EXPLORATIONS, LLC

2 1/2"

1 3/8"

## **BORING LOG**

BOB MARCOUX

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LB

BORING NO .:	B-23							
SHEET:	1 OF 1							
PROJECT NO.:	15-0024 S							
DATE START:	4/30/2015							
DATE FINISH:	4/30/2015							
ELEVATION:	138.6' +/-							
SWC REP .:	KJH							
WATER LEVEL INFORMATION								

WATER @ 7.0' AFTER COMPLETION OF BORING

SAMPLER: CORE BARREL:

CASING:

CASING BLOWS		SAM	<b>/IPLE</b>		SAM	PLER BI	LOWS F	PER 6"	DEDTU	οτρατά ο τεςτ σατά
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	SIRAIA & TEST DATA
									1.0'	TOPSOIL
	10	24"	17"	4.0'	5	6	Б	4		BROWN SILT AND FINE SAND
		24	17	4.0	5	0	5	4	4.8'	
	2D	24"	24"	6.0'	3	3	3	3		BROWN SILTY CLAY q <sub>p</sub> = 3.5-4.5 ks
									9.7'	~ STIFF CONSISTENCY ~
	3D	24"	24"	11.0'	2	1	2	2	11.0'	GRAY SILTY CLAY ~ SOFT CONSISTENCY ~
										BOTTOM OF EXPLORATION @ 11.0'
									-	
									-	
SAMPL	ES:	1	1	SOIL C	LASSI	FIED B	Y:	1	REMAR	r KKS:
D = SPL	IT SPC	DON				_				$\frown$
C = 2" S S = 3" S	SHELBY SHELBY	/ TUBE / TUBE	3F	Х	DRI SOI	LLER - L TECH	VISUAI 1 VISI ORY TE	LLY UALLY ST		STRATIFICATION LINES REPRESENT THE 24 APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
0 - 0.0	5		_			21011			1	BORING NO.: B-23



SS

## **BORING LOG**

BORING NO .:	B-24				
SHEET:	1 OF 1				
PROJECT NO.:	15-0024 S				
DATE START:	4/30/2015				
DATE FINISH:	4/30/2015				
ELEVATION:	141.7' +/-				
SWC REP.:	KJH				
WATER LEVEL INFORMATION					

WATER @ 6' AFTER COMPLETION OF BORING

 PROJECT / CLIENT:
 PROPOSED MRC FACILITY / CES, INC.

 LOCATION:
 HAMPDEN, MAINE

 DRILLING CO. :
 S.W.COLE EXPLORATIONS, LLC
 DRILLER:
 BOB MARCOUX

 TYPE
 SIZE I.D.
 HAMMER WT. HAMMER FALL

 CASING:
 HSA
 2 1/2"

1 3/8"

140 LB

30"

CASING BLOWS		SAM	MPLE		SAM	PLER BI		PER 6"	DEDT	CTDATA & TECT DATA
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	SIRAIA & IESI DATA
									1.2'	TOPSOIL
										BROWN MOTTLED SILTY CLAY
	1D	24"	24"	4 0'	8	10	9	26	3.6'	$\sim$ HARD CONSISTENCY $\sim$ $q_{-} = 9 \pm ks$
		27	27	4.0	0	10		20	0.0	$\frac{q_p = 37 \text{ K}}{\text{BROWN GRAVELY SUTY SAND (GLACIAL TILL)}}$
	2D	23"	19"	5 9'	10	21	28	50/5"	5 9'	~ DENSE ~
	20	20	10	0.0	10	21	20	00/0	0.5	
									8.0'	
									0.0	
										(BEDROOR)
		ļ				ļ		ļ		
					-					
					-					
SAMPL	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	KS:
D = SPL	IT SPO	DON								$\frown$
C = 2" S	HELB	TUBE			DRI	LLER -	VISUA	LLY		STRATIFICATION LINES REPRESENT THE (25)
S = 3" S	HELB	TUBE		Х	SOI	L TECH	I VIS	UALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES
U = 3.5"	3.5" SHELBY TUBE LABORATORY TEST			ST		AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-24				



BORING NO .:	B-25				
SHEET:	1 OF 1				
PROJECT NO.:	15-0024 S				
DATE START:	5/1/2015				
DATE FINISH:	5/1/2015				
ELEVATION:	141.1 +/-				
SWC REP.:	KJH				
WATER LEVEL INFORMATION					
NO FREE WATER OBSERVED					

PROJECT / CLIENT:	PROPOSED	MRC FACILIT	Y / CES, INC.					
LOCATION:	HAMPDEN, MAINE							
DRILLING CO. :	S.W.COLE E	XPLORATION	IS, LLC	DRILLER:	BOB MARCOUX			
	TYPE	SIZE I.D.	HAMMER WT.	. HAMMER FALL				
CASING:	HSA	2 1/2"						

SS 1 3/8" 140 LB 30"

CASING BLOWS	SING SAMPLE			SAMPLER BLOWS PER 6"					οτρατά ο τέςτ ράτα	
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	SIRATA & TEST DATA
									1.0'	TOPSOIL
			0.1	0.01		= = ( ( )				
	1D	10"	6"	2.8'	10	50/4"				BROWN GRAVELLY SILTY SAND WITH COBBLES (GLACIAL TILL)
							-			~ DENSE ~
	2D	24"	15"	6.0'	9	21	20	20	6.5'	
										SPLIT SPOON AND AUGER REFUSAL @ 6.5
										(PROBABLE BEDROCK)
	-									
SAMPI	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	KS:
D = SPL	IT SPC	DON			2.51					$\sim$
C = 2" S	HELB	( TUBE			DRI	LLER -	VISUAI	LLY		STRATIFICATION LINES REPRESENT THE (26)
S = 3" SHELBY TUBE X		Х	SOI	L TECH	I VISI	UALLY		APPROXIMATE BOUNDARY BETWEEN SOIL TYPES		
U = 3.5" SHELBY TUBE			LABORATORY TEST					AND THE TRANSITION MAY BE GRADUAL. BORING NO.: B-25		



TYPE

HSA

SS

S.W.COLE EXPLORATIONS, LLC

2 1/2"

1 3/8"

### **BORING LOG**

BOB MARCOUX

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LB

BORING NO.:	B-26					
SHEET:	1 OF 1					
PROJECT NO .:	15-0024 S					
DATE START:	5/1/2015					
DATE FINISH:	5/1/2015					
ELEVATION:	139.7' +/-					
SWC REP.:	KJH					
WATER LEVEL INFORMATION						
WATER @ 4.0' AFTER COMPLETION OF BORING						

SAMPLER:

CASING:

LOCATION: DRILLING CO. :

CORE BARREL:

CASING BLOWS	ING SAMPLE		SAMPLER BLOWS PER 6"			'ER 6"	DEDTU			
PER FOOT	NO.	PEN.	REC.	DEPTH @ BOT	0-6	6-12	12-18	18-24	DEPTH	SIKAIA & IESI DAIA
									0.9'	TOPSOIL
	-									
	1D	24"	24"	4.0'	12	20	17	19		BROWN SILTY SAND AND GRAVEL WITH COBBLES (GLACIAL TILL)
	2D	24"	17"	7.0'	12	19	22	38		
										~ DENSE ~
	3D	8"	5"	10.7'	30	50/2"			10.7	
										SPLIT SPOON REFLISAL @ 10.7
										(PROBABLE BEDROCK)
	-									
	-									
	-									
SAMPL	ES:			SOIL C	LASSI	FIED B	Y:		REMAR	KS:
D = SPL	IT SPC	DON		-		· ·				
C = 2" S				v	DRI		VISUAL			STRATIFICATION LINES REPRESENT THE (27)
ა = ა ა U = 3.5"	SHEL	BY TUE	BE		LAB		DRY TE	ST		AND THE TRANSITION MAY BE GRADUAL.



TYPE

HSA

SS

S.W.COLE EXPLORATIONS, LLC

2 1/2"

1 3/8"

## **BORING LOG**

BOB MARCOUX

DRILLER:

30"

SIZE I.D. HAMMER WT. HAMMER FALL

140 LB

BORING NO .:	B-27
SHEET:	1 OF 1
PROJECT NO .:	15-0024 S
DATE START:	5/1/2015
DATE FINISH:	5/1/2015
ELEVATION:	
SWC REP.:	KJH

WATER LEVEL INFORMATION
WATER @ 8.0' AFTER COMPLETION OF BORING

SAMPLER: CORE BARREL:

CASING:

LOCATION: DRILLING CO. :

CASING SAMPLE SAMPLER BLOWS PER 6" BLOWS **STRATA & TEST DATA** DEPTH PER DEPTH NO. PEN. REC. 0-6 6-12 12-18 18-24 FOOT @ BOT TOPSOIL 0.8' BROWN SANDY SILT WITH TRACE OF CLAY 1D 24" 24" 4.0' 4 6 8 9 4.5' ~ MEDIUM DENSE ~ BROWN SILTY FINE SAND 2D 24" 24" 7.0' 4 6 5 5 ~ MEDIUM DENSE ~ 8.0' 3D 24" 24" 12.0' 2 2 GRAY CLAYEY SILT q<sub>p</sub> = 1 ksf 1 1 2"x7" VANE 13.0' 1 FOR 12" WOH WOH ~ SOFT CONSISTENCY ~ 4D 24" 24" 17.0' 24" 4 5D 24" 2 22.1' 22.0' 2 3 BROWN GRAVELLY SILTY SAND (GLACIAL TILL) 22.5 BOTTOM OF EXPLORATION @ 22.5' SOIL CLASSIFIED BY: REMARKS: SAMPLES: D = SPLIT SPOON 28 C = 2" SHELBY TUBE **DRILLER - VISUALLY** STRATIFICATION LINES REPRESENT THE S = 3" SHELBY TUBE Х SOIL TECH. - VISUALLY APPROXIMATE BOUNDARY BETWEEN SOIL TYPES U = 3.5" SHELBY TUBE LABORATORY TEST AND THE TRANSITION MAY BE GRADUAL. BORING NO .: B-27



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

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

### Key to Symbols Used:

- w water content, percent (dry weight basis)
- qu unconfined compressive strength, kips/sq. ft. laboratory test
- S<sub>v</sub> field vane shear strength, kips/sq. ft.
- L<sub>v</sub> lab vane shear strength, kips/sq. ft.
- q<sub>p</sub> unconfined compressive strength, kips/sq. ft. pocket penetrometer test
- O organic content, percent (dry weight basis)
- W<sub>L</sub> liquid limit Atterberg test
- W<sub>P</sub> plastic limit Atterberg test
- WOH advance by weight of hammer
- WOM advance by weight of man
- WOR advance by weight of rods
- HYD advance by force of hydraulic piston on drill
- RQD Rock Quality Designator an index of the quality of a rock mass.
- γ<sub>T</sub> total soil weight
- $\gamma_{\rm B}$  buoyant soil weight

### Description of Proportions:

### **Description of Stratified Soils**

		Parting:	0 to 1/16" thickness
Trace:	0 to 5%	Seam:	1/16" to 1/2" thickness
Some:	5 to 12%	Layer:	1/2" to 12" thickness
"Y"	12 to 35%	Varved:	Alternating seams or layers
And	35+%	Occasional:	one or less per foot of thickness
With	Undifferentiated	Frequent:	more than one per foot of thickness

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

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

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



Project Name	HAMPDEN ME SERVICES	- MRC FACILITY - GEOTEC	HNICAL ENGINE	ERING	Project Number Lab ID	15-0024 18762B
Client	CES, INC.				Date Received	8/10/2015
Exploration	2D				Date Completed	8/11/2015
Material Source	B-5, 2' - 4'				Tested By	NICOLAS TRÉBOUET
		<u>STANDARD</u> DESIGNATION (mm/µm)	<u>SIEVE SIZE</u>	AMOUNT PA	ASSING (%)	

150	6"	100	
125	5"	100	
100	4"	100	
75	3"	100	
50	2"	100	
38.1	1-1/2"	100	
25.0	1"	100	
19.0	3/4"	100	
12.5	1/2"	99	
6.3	1/4"	92	
4.75	No. 4	91	9.3% Gravel
2.00	No. 10	82	
850	No. 20	76	
425	No. 40	72	33.3% Sand
250	No. 60	68	
150	No. 100	64	
75	No. 200	57.4	57.4% Fines





Project Name	HAMPDEN ME SERVICES	- MRC FACILITY - GEOTECH	HNICAL ENGINE	ERING	Project Number Lab ID	15-0024 18763B
Client	CES, INC.				Date Received	8/10/2015
Exploration	2D				Date Completed	8/11/2015
Material Source	B-11, 2' - 4'				Tested By	NICOLAS TRÉBOUET
		<u>STANDARD</u> DESIGNATION (mm/µm)	SIEVE SIZE	AMOUNT PA	ASSING (%)	

150	6"	100	
125	5"	100	
100	4"	100	
75	3"	100	
50	2"	100	
38.1	1-1/2"	100	
25.0	1"	100	
19.0	3/4"	93	
12.5	1/2"	90	
6.3	1/4"	82	
4.75	No. 4	80	20.4% Gravel
2.00	No. 10	69	
850	No. 20	61	
425	No. 40	55	44.1% Sand
250	No. 60	50	
150	No. 100	44	
75	No. 200	35.5	35.5% Fines





Project Name	HAMPDEN ME SERVICES	- MRC FACILITY - GEOTECH	HNICAL ENGINE	ERING	Project Number Lab ID	15-0024 18764B
Client	CES, INC.				Date Received	8/10/2015
Exploration	3D				Date Completed	8/12/2015
Material Source	B-14, 10' - 12'				Tested By	NICOLAS TRÉBOUET
		<u>STANDARD</u> DESIGNATION (mm/µm)	SIEVE SIZE	AMOUNT PA	SSING (%)	

6"	100	
5"	100	
4"	100	
3"	100	
2"	100	
1-1/2"	100	
1"	100	
3/4"	95	
1/2"	84	
1/4"	73	
No. 4	68	32.2% Gravel
No. 10	55	
No. 20	47	
No. 40	40	40.7% Sand
No. 60	36	
No. 100	32	
No. 200	27.1	27.1% Fines
	6" 5" 4" 3" 2" 1-1/2" 1" 3/4" 1/2" 1/4" No. 4 No. 10 No. 20 No. 40 No. 60 No. 100 No. 200	6"1005"1004"1003"1002"1001-1/2"1001"1003/4"951/2"841/4"73No. 468No. 1055No. 2047No. 4040No. 6036No. 10032No. 20027.1





Project Name	HAMPDEN ME SERVICES	- MRC FACILITY - GEOTEC	HNICAL ENGINE	ERING	Project Number Lab ID	15-0024 18765B
Client	CES, INC.				Date Received	8/10/2015
Exploration	2D				Date Completed	8/12/2015
Material Source	B-26, 5' - 7'				Tested By	NICOLAS TRÉBOUET
		<u>STANDARD</u> DESIGNATION (mm/µm)	<u>SIEVE SIZE</u>	AMOUNT PA	ASSING (%)	

150	6"	100	
125	5"	100	
100	۵ ۵	100	
75	- 3"	100	
50	2"	100	
38.1	1-1/2"	100	
25.0	1"	100	
19.0	3/4"	97	
12.5	1/2"	81	
63	1/2	67	
4.75	No 4	62	38.2% Gravel
2.00	No. 10	49	50.2 /0 Glaver
2.00	No. 10	40	
000	NO. 20	39	41.00/ Cand
420	NO. 40	32	41.0% 5810
250	NO. 60	28	
150	No. 100	24	
75	No. 200	20.0	20% Fines







### **ATTACHMENT 13**

**PROCESS DESIGN INFORMATION** 



### ATTACHMENT 13 - REVISED

### PROCESS DESIGN INFORMATION

The following information describes the facility's waste processing system in accordance with 06 096 CMR Chapter 409.3.C (Process Design Characteristics).

#### Process Flow Diagram

Included in this Attachment is an overall process flow diagram outlining the general procedures for handling and processing MSW at the Fiberight facility.

#### Source and Volume of MSW

The proposed Fiberight facility is expected to receive an average of 410 to 550 tons of MSW per day. To account for seasonal fluctuations in waste deliveries, the facility will be designed to accept up to 950 tons and process up to 650 tons of MSW per day. MSW accepted at the facility will originate from within MRC communities, other communities that have relied on PERC for MSW disposal and any other communities interested in utilizing the Fiberight facility for disposal services.

### Characteristics of Waste to be Received

In general, MSW that is accepted at the facility includes solid waste emanating from household and normal commercial sources. Municipal solid waste includes front end process residue from the processing of municipal solid waste. MSW generally includes but is not limited to food waste and other types of organic waste, plastics, construction and demolition debris, metals, glass, household hazardous waste, and other types of miscellaneous waste disposed with normal household and commercial refuse.

### Products and Waste Generated

As shown on the attached process flow diagram, Fiberight will process MSW received into the facility into several different categories. The resultant products generated at the facility will include recyclables which will be sold on the open commodities market; post hydrolysis solids (PHS) which will be used to fuel the on-site biomass boilers; bio-methane which will be piped to the adjacent Bangor Natural Gas Loring Pipeline; and biomass fuel (sugar) which will be sold on the open commodities market.

The resultant residue waste products generated at the facility will be removed via screens in the first sort of the production process. This waste is typically 2 inches or less in size and once removed, will be loaded out on walking floor semis and transferred for disposal at a licensed landfill facility. A breakdown of the residues to be landfilled is included in this Attachment.

#### Methods Utilized to Mix Waste

Refer to the *Maine Process Description* document provided by Fiberight and included in this Attachment.



### Methods Utilized to Process Waste

Refer to the *Maine Process Description* document provided by Fiberight and included in this Attachment.

### Methods Utilized to Store Waste

MSW will enter the facility and be unloaded on a tipping floor located inside the building. The tipping floor is designed with capacity for approximately two days of MSW receipts and two days of primary processed material. The MSW is moved from the tipping floor to the processing line as quickly as possible. The efficiency of the processing operation is partially reliant on the facility continuously processing the organics for entry into the wash stage of the process prior to decomposition. Fiberight will utilize the principle of First-In-First-Out operation to the maximum extent possible to minimize the residence time of waste on the tipping floor.

<u>Residue Storage:</u> Residues generated from sorting through normal operations which results in material needing to be landfilled will be temporarily stored in roll-off containers or trailers. Residues will not be stored on site for any longer than 24 hours. Once a container or trailer is filled it will be transferred within 24 hours to a licensed solid waste facility for landfilling.

<u>Biomass Boiler Ash:</u> Fiberight estimates that the facility may generate 3,000 to 4,000 tons of ash per year. The ash generated on-site will be the result of utilizing post hydrolysis solids (PHS) to fuel two biomass boilers on-site. The boilers will be used to supply power for facility operations. Ash generated will be stored in 40 cubic yard ash bins inside the building. When bins become full, ash will then be loaded into 100 cubic yard transport trailers and transported off-site to a licensed secure landfill for final disposal.

### Methods Utilized to Store Products

<u>Recyclable Storage:</u> Recyclables removed from the waste that can be baled on-site will be temporarily stored in 100 cubic yard transport trailers. Larger metal recyclables that cannot be bailed will be stored in 40 cubic yard dump trailers. Recyclables will only be stored on-site long enough to fill transport trailers and then will be shipped and sold as commodities on the open market.

<u>Post Hydrolysis Solids (PHS):</u> The filtered Post Hydrolysis Solids (PHS) are discharged from the Filter Press and sent to two biomass boilers which will provide energy for the process. PHS will be continuously fed from the filter press to the biomass boilers and therefore long term storage of this material is not anticipated. In the unlikely event that PHS cannot be continuously fed to the boiler, PHS will be temporarily stockpiled on the floor adjacent to the boiler feed conveyor hopper. After the boiler is back on line and able to accept PHS, PHS will then be loaded onto the boiler feed conveyors using a Bobcat loader.

<u>Bio-methane:</u> Bio-methane generated at the facility will be injected into the adjacent Bangor Natural Gas pipeline. No on-site storage of bio-methane is proposed for this project.

<u>Biomass fuel (Industrial Sugar):</u> Industrial Sugars produced at the facility will be stored Sugar Storage Tanks to be shipped and sold as industrial sugar or the filtered hydrolysate is fed to the anaerobic digestion plant for conversion to biogas. The exact disposition of the filtered hydrolysate is dependent on current contractual, market and operational conditions.



### Processing Equipment Used On-site

Refer to the *Maine Process Description* document provided by Fiberight and included in this Attachment.

### **Provisions for Characterization**

In accordance with 06 096 CMR Chapter 405.6.C. solid wastes proposed to be disposed at a solid waste disposal facility must be characterized in conformance with the requirements listed in 06 096 CMR Chapter 405.6.C. Fiberight will be producing non-organic residues and ash requiring disposal at a licensed solid waste facility. Non-organic residues which may be classified as "Miscellaneous Wastes" listed in 06 096 CMR Chapter 405.6.C.(2). The analytical requirements listed include the following:

- Complete Toxicity Characteristic Leaching Procedure (TCLP) (per US EPA Method 1311, Federal Register/Volume 55, No. 126, 1992);
- Totals for Aluminum, Arsenic, Barium, Boron, Cadmium, Chromium, Copper, Lead, Mercury, Molybdenum, Nickel, Selenium, Silver, and Zinc (per Methods in US EPA SW-846);
- Chloride, percent carbon, percent moisture, pH, phosphorus;
- Reactivity Characteristics;
- Ignitability Characteristics; and
- Additional parameters as identified by the applicant or the Department. These additional parameters must be based upon the raw material, the proposed activity, or the facility.

Fiberight anticipates generating between 3,000 and 4,000 tons of ash per year in the facility's biomass boiler. Ash will be disposed of in a landfill licensed to accept it and will be characterized in accordance with 06 096 CMR Chapter 405.6.C(4) and sampled for those parameters listed for biomass and fossil fuel boiler ash. Prior to initial acceptance at a solid waste facility, a sufficient number of samples to meet the requirements for statistical analysis as required by US EPA SW-846 must be analyzed as follows:

- TCLP Metals (Arsenic, Barium, Cadmium, Chromium, Lead, Mercury, Selenium, Silver) per US EPA Method 1311, Federal Register/Volume 55, No. 126, 1992;
- Chloride, percent carbon, percent moisture, pH, phosphorus.

After initial characterization is complete, ash must be analyzed for the parameters listed above at a frequency of one representative sample quarterly.

### Waste Derived Product Standards

Waste derived products include PHS and ash. None of these products are proposed to be used such that they will require the Applicant to meet the standards of 06 096 CMR Chapter 418: Beneficial Use of Solid Waste or 419: Agronomic Utilization of Residuals. PHS will be utilized on-site to fuel the biomass boilers and is exempt from the requirements of 06 096 CMR Chapter 418. Ash generated on-site will be disposed in a secure landfill licensed to accept it.



### Technology Review Fiberight Process for MSW

MRC contracted with the University of Maine's Forest Bioproducts Research Institute (FBRI) to conduct a peer review study of the Fiberight's technology to convert MSW to biofuels and other products. The results of the study concluded Fiberight's processing technology is sound and capable of converting the insoluble portion of MSW organics to a simple sugar solution. Presently at their pilot plant, Fiberight has successfully used sugar solutions from both the insoluble portion of MSW to produce biogas through anaerobic digestion (AD). FBRI prepared a report on January 30, 2015 titled *Technology Review Fiberight Process for MSW*. The report was subsequently provided to MRC. A copy of the report is provided in this Attachment. No substantial design changes to the Fiberight process for MSW provided in this Application have been made such that the outcome of the Report's findings would be meaningfully altered.

Maine PHS Boiler/Steam Turbine Generator Summary				
	PHS Boiler #1	PHS Boiler #2		
BOILER				
PHS Feed Rate as Received (TPH)	5.62	5.62		
PHS Heating Value @ 50.00% H <sub>2</sub> O (Btu/lb)	4,232	4,232		
PHS Heating Value @ 40.93% H <sub>2</sub> O (Btu/lb)	5,000	5,000		
PHS Feed Rate @ 40.93% H <sub>2</sub> O (TPH)	4.76	4.76		
Combined Fuel Input (Btu/hr)	47,600,000	47,600,000		
Boiler Efficiency (%)	75.11%	75.11%		
Heat Output (mmBtu/hr)	35,752,360	35,752,360		
Steam Sp. Enthalpy @ 405 psig/750°F (Btu/lb)	1,388.7	1,389.0		
Heat Absorbed by Steam (Btu/lb)	1,199.7	1,199.7		
Total Steam Flow Produced (lbs/hr)	29,801	29,801		
STEAM TURBINE GENERATOR (STG)	Back Pressure	Fully Condensing		
CONDENSER OPTION	N/A	Surface Cond.		
Steam Flow to BPSTG for Process (lbs/hr)	24,671	-		
Steam Flow to FCSTG (lbs/hr)	-	34,931		
Inlet Steam Pressure (psig)	405	405		
Inlet Steam Temperature (°F)	750	750		
Inlet Steam Sp. Ethalpy (Btu/lb)	1,388.7	1,389.0		
Inlet Energy Flow (mmBtu/hr)	34,260,618	48,519,391		
Extraction Steam Flow (lbs/hr)	0	0		
Extraction Steam Pressure (psig)	N/A	N/A		
Extraction Steam Sp. Ethalpy (Btu/lb)	N/A	N/A		
Extraction Steam Temperature (°F)	N/A	N/A		
Outlet Steam Pressure (psig)	150	-13.5		
Outlet Steam Temperature (°F)	519.4	108		
Ideal Outlet Steam Sp. Ethalpy (Btu/lb)	1280.9	934.7		
Steam Turbine Isentropic Eff. (%)	62.4	67.0		
Outlet Steam Sp. Ethalpy (Btu/lb)	1,321.4	1,084.6		
Generator Eff. (%)	95.0	95.0		
Outlet Energy Flow (mmBtu/hr)	32,601,069	37,887,008		
Extraction Steam Outlet Energy Flow (mmBtu/hr)	N/A	N/A		
Energy Output (mmBtu/hr)	1,659,549	10,632,384		
Power Output - Gross (MWe)	0.462	2.960		
Power Output - Net (MWe)	0.416	2.664		



### **ATTACHMENT 15**

TRAFFIC
## **Crash Summary Report**

	And the second second second	Report Selections and Input	Parameters	the second second	
REPORT SELECTIONS	Section Detail	Crash Summary II	1320 Public	1320 Private	1320 Summary
REPORT DESCRIPTION Coldbrook Rd from I-95 N	B to Rte 202 in Hampden				
REPORT PARAMETERS Year 2012, Start Month 1	through Year 2014 End Month	: 12			
Route: 1900553	Start Node: 38034 End Node: 39612	Start Offset: 0 End Offset: 0		Exclude First No.	ode ode
Route: 1900553 Route: 19E1873	Start Node: 38034 End Node: 39612 Start Node: 41162 End Node: 41164	Start Offset: 0 End Offset: 0 Start Offset: 0 End Offset: 0		Exclude First No Exclude Last No Exclude First No Exclude First No	ode ode ode ode
Route: 1900553 Route: 19E1873 Route: 19F1873	Start Node: 38034 End Node: 39612 Start Node: 41162 End Node: 41164 Start Node: 38035 End Node: 41165	Start Offset: 0 End Offset: 0 Start Offset: 0 End Offset: 0 Start Offset: 0 End Offset: 0		Exclude First No Exclude Last No Exclude First No Exclude Last No Exclude First No Exclude First No	ode ode ode ode ode

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		Cras	sh	Summ	ary	/1	in the second	Ser.		and the second	Star Property	and the second		
	Contraction of the local division of the loc			Nodes										
Node	Route - MP	Node Description	U/R	Total Crashes	к	Injur	y Cra B	shes C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
38034	1900553 - 2.15	Int of COLDBROOK RD RAMP CON	1	2	0	0	0	0	2	0.0	2.771	0.24 tewide Crash Rate	0.12	1.93
38035	1900553 - 2.22	Int of COLDBROOK RD RAMP ON FROM COLD BROOK RI	D 1	0	0	0	0	0	0	0.0	2.267	0.00 terwide Crash Rate	0.13	0.00
41164	1900553 - 2.26	Int of COLDBROOK RD RAMP E OFF TO COLD BROOK RD	2 1	1	0	0	0	0	1	0.0	2.560	0.13 tewide Crash Rate	0.13	1.03
39070	1900553 - 2.46	Int of COLDBROOK RD, OLD COLDBROOK RD	1	0	0	0	0	0	0	0.0	2.250 Sta	0.00 tewide Crash Rate	0.39	0.00
40692	1900553 - 2.69	Int of BRYER LN COLDBROOK RD	1	1	0	0	0	0	1	0.0	2.158	0.15 tewide Crash Rate	0.39	0.00
38889	1900553 - 3.17	Int of COLDBROOK RD, PAPER MILL RD	1	0	0	0	0	0	0	0.0	2.119 Sta	0.00 tewide Crash Rate	0.40	0.00
40302	1900553 - 3.35	Int of COLDBROOK RD LINDSEY WY	1	0	0	0	0	0	0	0.0	1.986 Sta	0.00 tewlde Crash Rate	0.40	0.00
40299	1900553 - 3.59	Int of COLDBROOK RD, EMERSON DR	1	0	0	0	0	0	0	0.0	2.048	0.00 tewide Crash Rate	0.40	0.00
39611	1900553 - 3.71	Int of COLDBROOK RD RAMP CON	1	0	0	0	0	0	0	0.0	1.631 Sta	0.00 tewide Crash Rate	0.42	0.00
39612	1900553 - 3.77	Int of COLD BROOK RD COLDBROOK RD US HWY 202	9	9	0	0	0	2	7	22.2	4.642 Sta	0.65 dewide Crash Rate	1.18	0.00
41162	19E1873 - 0	Int of 195 RAMP E OFF TO COLD BROOK RD	1	0	0	0	0	0	0	0.0	4.413 Sta	0.00 newide Crash Rate	0.11	0.00
38038	19F1873 - 0.08	Int of RAMP CON RAMP ON FROM COLD BROOK RD	1	1	0	0	0	1	0	100.0	1.680 Sta	0.20 tewide Crash Rate	0.13	1.53
41165	19F1873 - 0.31	Int of 1 95 RAMP ON FROM COLD BROOK RD	1	2	0	0	0	0	2	0.0	5.909 Sta	0.11 tewide Crash Rate	0.11	1.05
Study Y	ears: 3.00	NODE TOTAL	S:	16	0	0	0	3	13	18.8	36.434	0.15	0.23	0.64

							Secti	ions									
	End	Flomont	Offect	Pourte - MP	Section	U/R	Total		Inju	ry Cra	ashes		Percent	Annual	Crash Rate	Critical	CRF
Start Node	Node	Element	Begin - End	Route - Mr	Length		Crashes	к	A	в	с	PD	Injury	HMVM		Rate	
38034	38035	3110617	0 - 0.07	1900553 - 2.15 RD INV 19 00553	0.07	1	0	0	0	0	0	0	0.0	0.00146	0.00 Statewide Crash R	551.91 tate: 165.41	0.00
38035 Int of COLE	41164	3110619 ED RAMP ON	0 - 0.04 FROM COLD	1900553 - 2.22 RD INV 19 00553	0.04	1	0	0	0	0	0	0	0.0	0.00098	0.00 Statewide Crash R	606.37 tate: 165.41	0.00
39070	41164	3124219	0 - 0.20	1900553 - 2.26 RD INV 19 00553	0.20	1	3	0	0	0	0	3	0.0	0.00461	217.09 Statewide Crash R	411.08 tate: 165.41	0.00
39070	40692	3110833	0 - 0.23	1900553 - 2.46 RD INV 19 00553	0.23	1	0	0	0	0	0	0	0.0	0.00502	0.00 Statewide Crash R	402.16 tate: 165.41	0.00
38889	40692	3110751	0 - 0.48	1900553 - 2.69 RD INV 19 00553	0.48	1	2	0	0	0	0	2	0.0	0.01016	65.60 Statewide Crash R	338.75 tate: 165.41	0.00
38889	40302	3110750	0-0.18	1900553 - 3.17 PD IN/ 19 00553	0.18	1	1	0	0	0	1	0	100.0	0.00360	92.57 Statewide Crash R	437.88 tate: 165.41	0.00
40299	40302	3111224	0 - 0.24	1900553 - 3.35	0.24	1	1	0	0	1	0	0	100.0	0.00466	71.51 Statewide Crash R	409.82 tate: 165.41	0.00
Int of COLD 39611	40299	3110964	0 - 0.12	1900553 - 3.59	0.12	1	0	0	0	0	0	0	0.0	0.00256	0.00 Statewide Crash R	478.45 tate: 185.41	0.00
Int of COLI 39611	39612	3132117	0 - 0.06	1900553 - 3.71	0.06	1	0	0	0	0	0	0	0.0	0.00068	0.00 Statewide Crash R	654.15 tate: 165.41	0.00
41162	41164	3111304	0 - 0.32	19E1873 - 0	0.32	1	1	0	0	0	0	1	0.0	0.00059	568.50 Statewide Crash	264.06 Rate: 62.55	2.15
Int of 195 38035	38038 BBROOK P	3110618 RD RAMP ON	0 - 0.08 FROM COLD	19F1873 - 0 RD INV 19 F1873	0.08	1	0	0	0	0	0	0	0.0	0.00029	0.00 Statewide Crash	180.12 Rate: 62.55	0.00
8ROOK RI 38038	41165	3110622	0 - 0.23	19F1873 - 0.08 RD INV 19 F1873	0.23	1	2	0	0	0	0	2	0.0	0.00386	172.56 Statewide Crash	208.65 Rate: 62.55	0.00
BROOK RI 38034	38038	3124204	0 - 0.04	19G1873 - 0 RD INV 19 G1873	0.04	1	0	0	0	0	0	0	0.0	0.00053	0.00 Statewide Crash	258.55 Rate: 82.55	0.00
Int of COLL	Dakouk i	00		Section Totals:	2.29		10	0	0	1	1	8	20.0	0.03900	85.48	239.95	0.36
Study I				Grand Totals:	2.29	_	26	0	0	1	4	21	19.2	0.03900	222.24	273.26	0.81

Cuest			
L ras		mar	v

						Sect	tion D	etails						
Start	End	Element	Offset	Route - MP	Total		Inju	ry Cra	ashes		Crash Report	Crash Date	Crash	Injury
Node	Node	Liement	Begin - End		Crashes	к	A	в	С	PD			Mile Point	Degree
38034	38035	3110617	0 - 0.07	1900553 - 2.15	0	0	0	0	0	0				
38035	41164	3110619	0-0.04	1900553 - 2.22	0	0	0	0	0	3	2014-4916	02/09/2014	2.30	PD
39070	41164	3124219	0 - 0.20	1900555 - 2.20	5	U	•	•			2014-25819	09/24/2014	2.36	PD
											2014-6614	02/20/2014	2.42	PD
39070	40692	3110833	0 - 0.23	1900553 - 2.46 1900553 - 2.69	0	0	0	0	0	02	2014-26560	10/01/2014	2.99	PD
30009	40092	5110/51	0 - 0.40								2014-31104	11/10/2014	3.13	PD
00000	40202	2110750	0 - 0 18	1900553 - 3.17	1	0	0	0	1	0	2013-20271	08/12/2013	3.23	С
40200	40302	3111224	0 - 0.24	1900553 - 3.35	1	0	0	1	0	0	2013-12961	05/16/2013	3.47	в
39611	40302	3110964	0-0.12	1900553 - 3.59	0	0	0	0	0	0				
39611 41162	41164	3111304	0 - 0.32	19E1873 - 0	1	0	Ō	0	0	1	2012-23320	03/03/2012	0.15	PD
38035	38038	3110618	0-0.08	19F1873 - 0	0	0	0	0	0	0	2013-5784	03/01/2013	0.10	PD
38038	41105	3110022	0-0.25	101 101 0 - 0.00	-	-					2014-8490	03/14/2014	0.26	PD
38034	38038	3124204	0 - 0.04	19G1873 - 0	0	0	0	0	0	0				
				Totals	: 10	0	0	1	1	8				

							and a			Cr	ashes	s by D	Day an	d Ho	ur		S.S.		in the second second			a dia dia dia dia dia dia dia dia dia di				
						AM					ł	Hour	of Day						PM							
Day Of Week	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	1	0	0	3
MONDAY	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3
MONDAT	0	0	0		0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TUESDAY	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	1	0	1	1	0	0	0	0	0	0	6
WEDNESDAY	0	0	0	0	0	0	0	0	0			0	1	1	1	0	0	0	0	0	0	0	0	0	0	4
THURSDAY	0	0	1	0	0	0	0	0	0	0		4			-	0	0	0	0	0	0	0	1	0	0	5
FRIDAY	0	0	0	0	0	0	0	0	1	0	1	1	0	0					0	-	0	0	0	1	0	A
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	U	1	U	U	v		•	-
Totals	0	0	1	1	0	0	0	0	1	1	3	2	1	1	3	3	2	2	1	1	0	0	2	1	0	26
	- Archay	-								v	ehicle	Cou	nts by	Туре	e											
	U	Jnit Ty	pe		1.00	Total	12-3	1997	120.00	Ur	nit Typ	e			Total											
1-Passenger Ca	r					28	23-E	Bicyclis	t						0											
2-(Sport) Utility	Vehicl	le				4	24-1	Vitness	5						5											
3-Passenger Va	n					0	25-0	Other					-		1	8										
4-Cargo Van (10	Kibs	or Les	is)			1	Tota	al							48											
5-Pickup						5																				
6-Motor Home						0																				
7-School Bus						0																				
8-Transit Bus						0																				
9-Motor Coach						0																				
10-Other Bus						0																				
11-Motorcycle						0																				
12-Moped						0																				
13-Low Speed V	/ehick	e				0																				
14-Autocycle						0																				
15-Experimental						0																				
16-Other Light T	rucks	(10,0	00 lbs	or Les	s)	0																				
17-Medium/Hea lbs)	vy Tri	ucks (N	More tr	nan 10,	000	4																				
18-ATV - (4 whe	el)					0																				
20-ATV - (2 whe	el)					0																				
21-Snowmobile						0																				
22-Pedestrian						0																				

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	13	10	o	0	0	0	23
Ran Off Roadway	1	0	0	0	0	0	1
Failed to Yield Right-of-Way	3	1	0	0	0	0	4
Ran Red Light	3	0	0	0	0	0	3
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	2	1	0	0	0	0	3
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	2	1	0	0	0	0	3
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	0	3	0	0	0	0	3
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle In Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	1	1	0	0	0	0	2
Unknown	0	0	0	0	0	0	0
Total	26	17	0	0	0	0	43

Fotal	26	17	0	0	0	0	43
Other	0	0	0	0	0	0	0
Inder the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	U	0
Asleep or Fatigued	0	0	0	0	0	0	0
II (Sick)	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Physically Impaired or Handicapped	0	1	0	0	0	0	1
Apparently Normal	26	16	0	0	0	0	42
Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total

00

adition And Driver

Driver Age by Unit Type Driver Bicycle SnowMobile Pedestrian ATV Total													
Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total								
0	0	0	0	0	0								
0	0	0	0	0	0								
5	0	0	0	0	5								
8	0	0	0	0	8								
3	0	0	0	0	3								
11	0	0	0	0	11								
5	0	0	0	0	5								
5	0	0	0	0	5								
4	0	0	0	0	4								
1	0	0	0	0	1								
1	0	0	0	0	1								
0	0	0	0	0	0								
43	0	0	0	0	43								
	Driver 0 5 8 3 11 5 5 4 1 1 1 0	Driver Bloycle 0 0 0 0 0 5 0 8 0 3 0 11 0 5 0 5 0 4 0 1 0 1 0 0 0 43 0	Driver Age by Uni           Driver         Bicycle         SnowMobile           0         0         0           0         0         0           0         0         0           5         0         0           3         0         0           11         0         0           5         0         0           4         0         0           1         0         0           0         0         0           43         0         0	Driver Age by Unit Type           Driver         Bicycle         SnowMobile         Pedestrian           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           5         0         0         0           3         0         0         0           11         0         0         0           5         0         0         0           4         0         0         0           1         0         0         0           1         0         0         0           43         0         0         0	Driver Age by Unit Type           Driver         Bicycle         SnowMobile         Pedestrian         ATV           0         0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0           0         0         0         0         0         0           5         0         0         0         0         0           3         0         0         0         0         0           11         0         0         0         0         0           5         0         0         0         0         0           4         0         0         0         0         0           1         0         0         0         0         0           1         0         0         0         0         0           43         0         0         0         0         0								

	Most Har	mful Event			Injury Data
Most Harmful Event 1-Overturn / Rollover 2-Fire / Explosion 3-Immersion 4-Jackknife 5-Cargo / Equipment Loss Or Shift 6-Fell / Jumped from Motor Vehicle 7-Thrown or Falling Object 8-Other Non-Collision 9-Pedestrian 10-Pedalcycle 11-Railway Vehicle - Train, Engine 12-Animal	Most Har Total 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Most Harmful Event 38-Other Fixed Object (wall, building, tunnel, etc.) 39-Unknown 40-Gate or Cable 41-Pressure Ridge Total	Total 0 0 0 0 43	Severity Code K A B C PD Total 1-Level 2-On Grade	Injury Data Injury Crashes 0 1 4 21 26 Road Character Road Grade
13-Motor Vehicle in Transport 14-Parked Motor Vehicle 15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle 16-Work Zone / Maintenance Equipment	36 0 0	Traffic Control Devices	Total	3-Top of Hill 4-Bottom of Hill 5-Other Total	
17-Other Non-Fixed Object 18-Impact Attenuator / Crash Cushion 19-Bridge Overhead Structure 20-Bridge Pier or Support 21-Bridge Rail 22-Cable Barrier 23-Culvert 24-Curb 25-Ditch 26-Embankment 27-Guardrail Face 28-Guardrail End	0 1 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	1-Traffic Signals (Stop & Go) 2-Traffic Signals (Flashing) 3-Advisory/Warning Sign 4-Stop Signs - All Approaches 5-Stop Signs - Other 6-Yield Sign 7-Curve Warning Sign 8-Officer, Flagman, School Patrol 9-School Bus Stop Arm 10-School Zone Sign 11-R.R. Crossing Device 12-No Passing Zone	0 0 1 2 0 0 0 0 0 0	1-Daylight 2-Dawn 3-Dusk 4-Dark - Lighted 5-Dark - Not Light 6-Dark - Unknown 7-Unknown	Light Light Condition ted h Lighting
29-Concrete Traffic Barrier 30-Other Traffic Barrier 31-Tree (Standing) 32-Utility Pole / Light Support 33-Traffic Sign Support 34-Traffic Signal Support 35-Fence 36-Mailbox 37-Other Post Pole or Support	0 1 0 1 0 0 0 0	13-None 14-Other Total	26	Total	

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#### Crashes by Year and Month

Total	6	10	10	26
DECEMBER	0	1	0	1
NOVEMBER	0	0	1	1
OCTOBER	0	0	1	1
SEPTEMBER	1	1	1	3
AUGUST	1	2	0	3
JULY	1	0	0	1
JUNE	1	0	1	2
MAY	1	1	0	2
APRIL	0	0	0	0
MARCH	1	3	3	7
FEBRUARY	0	0	2	2
JANUARY	0	2	1	3
Month	2012	2013	2014	1000

Report is limited to the last 10 years of data.

# **Crash Summary II - Characteristics**

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	1	0	2	2	0	1	0	3	0	0	0	0	0	9
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	1	6	0	0	0	0	0	0	0	0	0	7
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	2	0	0	0	0	0	0	3	0	0	0	0	0	5
All Other Animal	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bievele	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	1	0	0	0	0	1	0	0	0	0	0	0	0	2
Inchenife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dellever	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FIRE	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	o	0	0	0	0	0	0
Thrown or Falling Object			0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Deer	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	o	0
Turkey	0	0	0	0	•		-							
Total	6	0	3	9	0	2	0	6	0	0	0	0	0	26

# **Crash Summary II - Characteristics**

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	OII	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt											0	
Dark - Lighted	0	· 0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighled	0	0	0	0	0	0	0	0	0	0	0	0
Dark Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Egitted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Onenown Eigning	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	•										
Clear			0	0	0	0	0	0	0	0	0	0
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	3
Dark - Not Lighted	2	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0		0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	14
Daylight	13	1	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	o	0	v	0	0	-					
Cloudy							0	0	0	0	0	1
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	ő	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	1
Davlight	1	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Linknown	0	0	0	0	0	0	U	0	•			

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	OII	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Fog, Smog, Smoke								0	0	0	0	0
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Davlight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Linknown	0	0	0	0	0	0	0	U	v	v		-
Other										-	0	
Deale Liphiad	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighung	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	•									
Rain				0	0	0	0	0	0	0	0	0
Dark - Lighted	0	0	0	0	0	0	1	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	ò	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0		0	ő	0	0	1	1	2
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	-					
Severe Crosswinds						-	0	0	0	0	0	0
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Davlight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Linknown	0	0	0	0	0	0	U	U		-		

Weather Light	Dry	lce/Frost	Mud, Dirt, Gravel	OII	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Dr	rizzle)											
Dark - Lighted	0	0	0	0	0	0	0	Q	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Davlight	0	0	0	0	0	0	0	0	0	0	0	0
Duck	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												-
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	1	0	0	1	2
Dark - Linknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dave	0	0	0	0	0	0	0	0	0	0	0	0
Davin	0	1	0	0	0	0	0	1	0	0	0	2
Dayign	0		0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	U	U	0	~						The second s		CHARLES AND
OTAL	17	2	0	0	0	0	1	2	0	1	0	26

#### **Definitions of Injury Codes**

(K) = Fatal injury. A fatal injury is any injury that results in death. Within 30 days of the Crash.

(A) = Incapacitating injury. An Incapacitating injury is any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.

(B) = Nonincapacitating injury. A Nonincapacitating injury is any injury, other than fatal injury or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred.

(C) = Possible injury. A possible injury is any injury reported or claimed which is not a fatal injury, incapacitating injury or nonincapacitating injury.

(PDO) = Property Damage only. Damage is harm to property that reduces the monetary value of that property. No injuries.

**Definition of Time Codes** 

00 = 12 - 12.59 AM	$12 = 12 - 12:59 \mathrm{PM}$
01 = 1 - 1.59 AM	13 = 1 - 1:59  PM
02 = 2 - 2:59 AM	14 = 2 - 2.59  PM
03 = 3 - 3:59 AM	15 = 3 – 3:59 PM
04 = 4 - 4:59  AM	16 = 4 - 4:59  PM
05 = 5 - 5:59  AM	17 = 5 - 5:59  PM
06 = 6 - 6:59 AM	18 = 6 - 6:59  PM
07 = 7 - 7:59 AM	19 = 7 – 7:59 PM
08 = 8 - 8:59 AM	20 = 8 - 8:59 PM
09 = 9 - 9:59 AM	21 = 9 - 9:59  PM
10 = 10 - 10:59  AM	22 = 10 - 10:59  PM
11 = 11 - 11:59 AM	23 = 11 - 11:59 PM

P:\11293-Fiberight\001-Solid Waste Facility-DSP\03-Work in Progress\APPLICATION\Attachment 15-Traffic\injury\_severity and time.doc



# Description of Abbreviations and Headings used on the Crash Summary Reports



	Maine Department C	Crash Summary Re	eering, Crash Records Se Port	ection
		Report Selections and Input P	arameters	
REPORT SELECTIONS	Section Detail	Crash Summary II	☐1320 Included	1320 & Driver Report Included
REPORT DESCRIPTION Rte 2 from Periobscol Valk	ey Ave to Main SI in Lincoln	•	( Loc	ation )
REPORT PARAMETERS	hrough Year 2008 End Mont	h 12 🗲	( Stud	y Period )
Route: 0002X	Start Node: 41119 End Node: 37679	Start Offset:      End Offset:	⊠Exc ⊠Exc	clude First Node clude Last Node

4/1/2010 9:40:41 AM

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CONTRACTOR OF			No	des									G. 111.	COL
Node	Route - MP	Node Description	U/R	Total Crashes	ĸ	A	y Cra B	C	PD	Injury	Ent-Veh	Rate	Rate	CRF
39928	0002X - 190.09	Int of LIN CEMETARY RD, US 2	1	1	0	0	0	0	1	0.0 State	3.723 wide Crash Ra	0.09	0.32	0.00
40770	0002X - 190.17	Int of ENT SHOP & SAVE, MILL ST, US 2	1	8	0	0	1	3	4	50.0 State	4.608 wide Crash Ra	0.58	0.30	1.91
39929	0002X - 190.27	Int of PARK ST, US 2	1	0	0	0	0	0	0	0.0 State	4.750 wide Crash Ra	0.00 te: 0.11	0.30	0.00
39930	0002X - 190.49	Int of KATAHDIN AV. US 2	1	3	0	0	0	0	3	0.0 State	4.900 wide Crash Ra	0.20 te: 0.11	0.30	0.00
40128	0002X - 190.52	Int of SPRING ST, US 2	1	0	0	0	0	0	0	0.0 State	2.407 wide Crash Ra	0.00 6e: 0.11	0.36	0.00
39931	0002X - 190.53	Non-Int US 2	1	0	0	0	0	0	0	0.0 State	4.750 wide Crash Ra	0.00 te: 0.11	0.30	0.00
39932	0002X - 190.56	Int of LIN VOCATIONAL, LINDSAY ST, US 2	1	1	0	0	0	0	1	0.0 State	4,795 wide Crash Ra	0.07 0.11	0.30	0.00
40776	0002X - 190.58	Int of LIN VOCATIONAL, US 2	1	0	0	0	0	0	0	0.0 State	4.705 wide Crash Ra	0.00 te: 0.11	0.30	0.00
39933	0002X - 190.61	Int of PERRY ST, US 2	1	0	0	0	0	0	0	0.0 State	4.687 wide Crash Ra	0.00 te: 0.11	0.30	0.00
39934	0002X - 190.69	Int of BALLANTINE CT. FLEMING ST. US 2	1	3	0	0	0	0	3	0.0 State	6.035 wide Crash Ra	0.17 te: 0.11	0.28	0.00
41852	0002X - 190.71	Int of BROADWAY WB, US 2	1 1	0	0	0	0	0	0	0.0 State	5.061 aide Crash Ra	0.00 te: 0.11	0.30	0.00
Study Y	'ears: 3.00	NODE T	ØTALS:	16	0	0	1	3	12	] <sup>25.0</sup>	50.421	0.11	0.18	0.60
		(1)		2						(3)		(5)	(7)	(8)
				$\frac{\text{Type I}}{\text{K} = \text{Ki}}$ $A = \text{Ind}$ $B = \text{Ne}$ $C = \text{Po}$ $PD = P$	niur lled capac on-In ssible roper	v/Sever itating l capacita e Injury rty Dam	<u>ity</u> Injury ating In age Or	ijury aly						

Page 1 of 1 on 4/1/2010 9:40:41 AM

					-	ias	Section	ns									
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	к	lnju A	ry Cr B	ashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
39928	41119	220364	0 - 0.91	0002X - 189.18	0.91	1	13	0	0	0	3	10	23.1 Statew	0.02918 ride Crash Rate	148.49	213.75	0.00
39928	40770	220363	0 - 0.08	0002X - 190.09	0.08	1	0	0	0	0	0	0	0.0 Statew	0.00339 ide Crash Rate	0.00 122.93	357.02	0.00
39929	40770	220366	0 - 0.10	0002X - 190.17 US 2	0.10	1	4	0	0	0	2	2	50.0 Statew	0.00453 ride Crash Rate	294.36	331.14	0.00
39929	39930	220365	0 - 0.22	0002X - 190.27	0.22	1	5	0	0	0	3	2	60.0 Statew	0.01060 ride Crash Rate	157.17	267.34	0.00
39930	40128	220368	0 - 0.03	0002X - 190.49	0.03	1	0	0	0	0	0	0	0.0 Statew	0.00143 ride Crash Rate	0.00	442.30	0.00
39931	40128	220370	0 - 0.01	0002X - 190.52	0.01	1	0	0	0	0	0	0	0.0 Statew	0.00048 ide Crash Rate	0.00	528.52	0.00
39931	2 39932	220369	0 - 0.03	0002X - 190.53	0.03	1	0	0	0	0	0	0	0.0 Statew	0.00142 ride Crash Rate	0.00	443.29	0.00
Non-Int US 39932	2 40776	220372	0-0.02	0002X - 190.56	0.02	1	0	0	0	0	0	0	0.0 Statew	0.00094 ride Crash Rate	0.00	483.85	0.00
agence int of LIN V	40776	220374	0 - 0.03	0002X - 190.58	0.03	1	1	0	0	0	0	1	0.0 Statew	0.00139 ride Crash Rate	239.83	445.32	0.00
39933	39934	220373	0 - 0.08	0002X - 190.01	0.08	1	0	0	0	0	0	0	0.0 Statew	0.00366 ride Crash Rate	0.00	349.93	0.00
a7679	41852	217116	0 - 0.03	US 2 DDD2X - 190.88	0.03	1	2	0	0	0	1	1	50.0 Statew	0.00098	682.24	479.88	1.42
39934	\$1, US 2 41852	220375	0 - 0.02	US 2 0002X - 190.69	0.02	1	0	0	0	0	0	0	0.0 Statew	0.00111 ide Crash Rate	0.00	467.81	0.00
Etuche V	ANTINE C	nn	ST. US 2	Section Totals:	1.56		25	0	0	0	9	16	36.0	0.05911	140.99	187.94	0.75
Study re	NO15- U			Grand Totals:	1.56		41	10	0	1	12	28	31.7	0.05911	231.22	228.84	1.01
				(1)	/		2	+					(	4	6	7	8
Page 1 (	of 1 on 4	/1/2010 9:4	\$1:13 AM				$\frac{\mathbf{T}\mathbf{vpe}\mathbf{J}}{\mathbf{K} = \mathbf{Ki}}$ $\mathbf{A} = \mathbf{Ine}$ $\mathbf{B} = \mathbf{Ne}$ $\mathbf{C} = \mathbf{Pe}$ $\mathbf{PD} = \mathbf{P}$	illed capaci on-Inco ssible tropert	<u>/Severi</u> tating li upacitat Injury y Dama	<u>ty</u> njury ing Inji nge Onl	ury ly						

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

					Mr. Hanne	Sect	ion D	etails					<b>A</b>	
Start	End	Element	Offset	Route - MP	Total	~	Inju	ITY Cri	ashes	PD	Crash Report	Crash Date	Mile Point	Degree
Node	Node		Begin - End		Craonea	n	A	D	C.	FD				
20028	41119	220364	0-0.91	0002X - 189.18	13	0	0	0	3	10	2008-4649	01/31/2008	189.38	PD
33320	41110	220001									2007-24687	07/23/2007	189.48	C
											2007-12785	05/09/2007	189.49	PD
						-					2008-27798	10/02/2008	189.49	PD
ectio	n Detai	ils – Lis	ts the nun	nber of crashes	by rout	e m	ile p	oint.			2008-20036	07/07/2008	189.58	PD
cetto											2006-32774	12/26/2006	189.59	PD
											2008-390	01/03/2008	189.69	PD
											2006-22174	09/16/2006	189.79	PD
											2006-19996	08/08/2006	189.89	C
											2006-12770	05/30/2006	189.89	PD
											2007-36193	12/14/2007	189.89	PD
											2008-34136	12/08/2008	189.93	PD
											2006-10987	05/09/2006	189.99	C
				000000 400 00		0	0	0	0	0	2000 10001			
39928	40770	220353	0-0.08	0002X - 190.09	4	ŏ	ŏ	ŏ	2	2	2007-24692	07/30/2007	190.18	C
39929	40770	220366	0-0.10	000224-100.11	-						2008-20039	07/16/2008	190.18	PD
											2008-20027	05/12/2008	190.18	PD
											2007-31998	10/22/2007	190.21	C
		-		00007	=	0	0	0	3	2	2008-5760	03/01/2008	190.28	C
39929	39930	220365	0-0.22	00028 - 190.27	5	0	•	0	č		2006-31431	12/08/2006	190.37	C
											2006-16728	07/05/2006	190.37	C
											2007-24688	07/24/2007	190.37	PD
											2007-15738	06/08/2007	190.38	PD
					0		0	0	0	0				
39930	40128	220368	0-0.03	0002X - 190.49 0002X - 190.52	0	ŏ	ŏ	ŏ	ŏ	ŏ				
39931	40128	2203/0	0-0.01	0002X - 190.52	õ	ŏ	0	0	0	0				
39931	39932	220309	0-0.02	0002X - 190.56	0	0	0	0	0	0	2009 29760	02/14/2008	190 59	PD
39932	40776	220374	0-0.03	0002X - 190.58	1	0	0	0	0	1	2008-20169	02/14/2000	150.55	
20033	39934	220373	0-0.08	0002X - 190.61	0	0	0	0	0	0				
39934	41852	220375	0-0.02	0002X - 190.69	0	0	0	0	1	1	2007-32024	12/04/2007	190.72	PD
37679	41852	217116	0 - 0.03	0002X - 190.71	2	0	U	U			2008-34141	12/18/2008	190.73	C
											2000 01111			
						~	0	0	0	10				

Totals: 25 0 0 0 9 1

Page 1 of 1 on 4/1/2010 9:41:38 AM

Station of					- 020				Cr	ashe	s by E	)ay ar	nd Ho	ur						22					
					AM					1	Hour	of Day	1					PM							
Day Of Week	12	1	2 3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	Un	Tot
SUNDAY	0	0	0 0	0 0	0	D	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0 0	0	0	0	0	1	D	0	3	0	0	1	3	1	0	0	0	0	0	0	0	0	9
TUESDAY	0	0	0 0	0	0	1	1	0	0	1	1	1	1	0	3	0	1	0	0	0	0	0	0	0	10
NEDNESDAY	0	0	0 0	0	0	1	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	5
THURSDAY	0	0	0 0	0	0	0	1	0	2	1	0	1	1	1	0	1	0	0	0	0	0	0	0	0	8
RIDAY	0	0	0 0	0	D	0	0	0	1	0	1	0	0	0	0	0	3	0	0	0	0	0	0	0	5
SATURDAY	0	0	0 (	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	0	0	0	4
Totals	0	0	0 0	0	0	2	2	1	3	2	6	2	3	3	9	3	5	0	0	0	0	0	0	0	41
			Veeror	d Mor	th			-	21360			- Institute of		-	/ehic	le Co	ounts b	ov Typ	pe		-				
Manth	200	es Dy	07 200		un	Tota	1	1333			Ur	nit Typ	e			Total	1			Uni	t Type			1	fotal
MOUTH	200	1	2000			3		1-21	Door							9	32-3/	Axle Tr	actor	with Ta	andem	Axie S	Semi		1
JANUARY	0		4			2		2-4 [	Door	ala.						0	35-3	Axie Tr	actor	with Si	nole A	xle Se	mi & 2		0
FEBRUARY	0	1	2			5		3-C0	ation V	Vagon						2	Axle 1	Trailer							
MARCH	0	0	2			2		5-Va	in							2	36-3 /	Axle Tr Trailer	actor	with Ta	andem	Axle S	Semi 8	2	0
APRIL	0	1	0			1		6-Pi	ckup T	ruck						18	37-5/	Axie Se	emi; S	plit Tra	iller Ta	andem			0
MAY	3	2	1			6		7-SU	JV	rector	Only (	Bobtail	n			0	38-6	Axle Se	emi; S	plit Tra	tiler Ta	andem	with		0
JUNE	1	1	0			2		12-5	ichool	Bus	Only (	Dowean	.,			٥	39.6 J	Avie: S	tanda	rd Trai	ler Ta	ndem v	vith Ce	enter	0
JULY	1	3	2			6		13-M	fotor H	iome						0	Axie	100,0							
AUGUST	1	0	2			3		14-N	lotorcy	cle						0	40-4 /	Axle Si	ngle U	Init			-		0
SEPTEMBER	1	0	0			1		15-N	toped	like						0	42-47	v Othe	actor i	Confi	ouratio	ANE S	Ser 18		0
OCTOBER	1	1	2			4		17-8	licvcle	nine -						1	60-Ot	her Un	lit		-				0
NOVEMBER	0	1	1			2		18-5	nowm	obile						0	70-AT	V			1				0
NOVEWBER	2	2	2			8		20-2 Axle Single Unit with Dual Tires								1	81-2/	Axle B	us						0
DECEMBER	2	-				41	=	21-2 Axle Tractor with Single Axle Semi							0	82-3 / 98-Ee	Axie Bi	hicles	/ Traci	ore	/			0	
Total	10	74	1 1/			41		25-2 Axle Tractor with Single Axle Semi & 2					0	99-Un	known	1				1		0			
								Axie	1 COLO														-		

82	81	5	42	40	39	38	37	36	35	z	32	31	3	Si	8	21	20	10	CODE
		ANY OTHER AXLE CONFIGURATION	00 000	000	00 0 00	00000	000	000 000		000 000	000 100	0000		000	00 00		<b>*</b>	0	AXLE CONFIGURATION
3 AXLE BUS	2 AXLE BUS	ANY TRUCK NOT DESCRIBED ABOVE	4 AXLE TRACTOR WITH TANDEM AXLE SEMI	4 AXLE SINGLE UNIT	6 AXLE; STANDARD TRAILER TANDEM WITH CENTER AXLE	6 AXLE SEMI; SPLIT TRALER TANDEM WITH CENTER AXLE	S AXLE SEMI; SPLIT TRAILER TANDEM	3 AXLE TRACTOR WITH TANDEM AXLE SEMI AND 2 AXLE TRAILER	3 AXLE TRACTOR WITH SINGLE AXLE SEMI AND 2 AXLE TRAILER	3 AXLE TRACTOR WITH TRIDEM AXLE SEMI	3 AXLE TRACTOR WITH TANDEM AXLE SEMI	3 AXLE TRACTOR WITH SINGLE AXLE SEMI	3 AXLE SINGLE UNIT	2 AXLE TRACTOR WITH SINGLE AXLE SEMI AND 2 AXLE TRAILER	2 AXLE TRACTOR WITH TANDEM AXLE SEMI	2 AXLE TRACTOR WITH SINGLE AXLE SEMI	2 AXLE SINGLE UNIT WITH DUAL TIRES	TRUCK TRACKTOR ONLY (BOB TAIL)	DESCRIPTION

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Crashes by Apparent Co	ntributing Factor	And Driver
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No Improper Action Failure to Yield Right of Way Illegal Unsafe Speed	12 3	DDD	D	0	0	0	12	
Following Too Close	11	D	D	0	0	0	0	
Disregard Traffic Control Device	D	D	D	0			0	
Driving Left of Center Not Passing	D	D	0	0	0	0	0	
Improper Passing, Overtaking		0	0			0	2	
Improper Unsafe Lane Change	2	0	0			0	0	
Improper Parking Start, Stop	0		0		0	D	0	
Improper Turn	2		0	0	D	D	2	
Unsafe Backing	-	0			D	0	0	
No Signal or Improper Signal	0	D	D	D	D	0	D	
Impeding traffic	7		0	0	D	0	7	
Driver Inattention, Distraction		D	D	0	D	o	D	
Driver mexperience		0	D	0	D	D	0	
Pedestrian Violation Error	0	D	D	D	D	o	D	
Physical Impairment Windshield Glass	D	D	D	0	D	o	0	
Vision Obsoured, Windshield Otabl		D	D	0	D	0	1	
Other Vision Obscured, Sun, Headinghis	D	D	D	D	D	D	0	
Other Vision Obsolitement	D	D -	0	D	D	o	0	
Hit and Run	D	D	D	D	D	D	0	
Defective Brakes	D	D	D	0	D	O	0	
Defective Tire Tire Failure	D	D	D	0	D	D	0	
Defective Lights	D	D	D	0	D	D	0	
Defective Suspension	D	D	D	0	0	D	0	
Defective Steering	D	D	D	D	0	D	0	
Other Vehicle Defect or Factor	1	1	D	D	D	o	2	
Unknown	1	з	D	0	D	D	4	
Total	41	41	1	0	0	0	83	

Crashes by Apparent Physical Condition And Driver											
Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total				
Normal	40	41	1	D	0	0	82				
Under the Influence	0	0	0	0	0	0	0				
Had Been Drinking	0	0	0	0	0	0	0				
Had Been Using Drugs	O	Ð	0	0	0	0	0				
Asleep	D	0	0	0	0	0	0				
Fatigued	0	0	0	0	0	0	0				
in	0	٥	D	0	0	o	0				
Handicapped	1	o	0	0	0	0	1				
Other	0	0	0	0	0	0	0				
Total	41	41	1	0	0	0	83				

11.1.1.1

Sec. Sec.	Driver Age by Onic Type											
Age	Driver	Bioycle	SnowMobile	Pedestrian	ATV	Total						
09-Under	D	0	0	0	0	0						
10-14	D	0	o	0	0	0						
15-19	10	0	D	0	0	10						
20-24	9	D	0	o	0	9						
25-29	5	0	0	0	0	5						
30-39	8	0	0	0	0	8						
40-49	15	0	0	0	0	11						
50-59	15	0	0	0	D	15						
60-69	10	0	0	0	D	10						
70.79	8	0	0	o	0	8						
80-Over	6	0	0	0	D	6						
Unknown	0	1	٥	D	0	1						
Total	82	1	0	0	Ð	83						

Fixed Object Struck	
Fixed Object Struck	Total
1-Construction, Barricades Equipment, etc.	0
2-Traffic Signal	0
3-R.R. Crossing Device	D
4-Light Pole	0
5-Utility Pole (Tel. Electrical)	D
6-Sign Structure Post	D
7-Mail Boxes or Posts	D
8-Other Poles, posts or supports	D
9-Fire Hydrant/Parking Meter	D
10-Tree or Shrubbery	Ð
11-Crash Cushion	Ð
12-Median Safety Barrier	D
13-Bridge Piers (including protective guard rails)	D
14-Other Guardrails	D
15-Fencing (not median barrier)	D
16-Culvert Headwall	D
17-Embankment, Ditch, Curb	D
18-Building, Wall	0
19-Rock Outcrops or Ledge	D
20-Other	0
21-Gate or Cable	0
22-Pressure Ridge	Ð
Tett	0

Traffic Control Devices	
Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	10
2-Traffic Flashing	0
3-Overhead Flashers	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	6
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	1
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	D
12-No Passing Zone	0
13-None	24
14-Other	0
Total	41

Road Character							
Road Character	Total						
1-Level Straight	34						
2-Level Curved	2						
3-On Grade Straight	4						
4-On Grade Curved	0						
5-Top of Hill Straight	0						
6-Top of Hill Curved	1						
7-Bottom of Hill Straight	0						
8-Bottom of Hill Curved	0						
9-Other	0						
Total	41						

Injury Data									
Severity Code	Injury Crashes	Number Of Injuries							
к	0	D							
A	0	0							
в	1	1							
c	12	15							
PD	28	0							
Total	41	16							

Light								
Light	Total							
1-Dawn (Morning)	1							
2-Daylight	37							
3-Dusk (Evening)	0							
4-Dark (Street Lights On)	3							
5-Dark (No Street Lights)	0							
6-Dark (Street Lights Off)	0							
7-Other	0							
Total	41							

#### Type Injury/Severity

K = Killed

2

- A = Incapacitating Injury
- B = Non-Incapacitating Injury
- C = Possible Injury
- PD = Property Damage Only

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	all started		Crashes b	y Crash Ty	pe and Type	e of Locatio	n			
Crash Type	Straight Road	Curved Road	Three Leg	Four Leg	Five Leg	Driveways	Bridges	Interchanges	Other	Total
Object in Road	D	D	D	D	0	0	σ	0	0	0
Rear End / Sideswipe	4	1	5	7	D	9	0	0	0	26
Head-on / Sideswipe	D	D	D	D	0	D	D	0	0	0
Intersection Movement	D	D	1	з	D	10	0	0	0	14
Pedestrians	o	D	D	D	D	D	0	0	0	D
Train	D	D	D	D	D	D	0	0	0	0
Ran Off Road	D	D	D	D	D	D	0	o	0	0
All Other Animal	D	D	D	D	D	D	0	0	0	0
Bike	1	D	D	D	D	D	0	0	0	1
Other	D	D	D	D	D	D	0	0	0	0
Inclaim	D	D	D	D	D	D	0	D	0	0
Rollover	D	D	D	D	D	0	0	0	0	0
Fire	D	D	D	D	D	0	0	0	0	0
Submersion	D	D	D	0	0	0	0	0	0	0
Pack Thrown	D	D	0	D	o	0	0	0	0	0
Bear	D	D	D	D	D	0	0	Ð	0	0
Deer	D	D	0	D	O	D	0	D	0	0
Moose	D	D	D	D	0	D	0	0	D	0
Total	5	1	6	10	0	19	0	0	0	41

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Crashes by Weather, Light Condition and Road Surface

Weather Light	Debris	Dry	loe, Packed Snow, Not Sanded	loe, Packed Snow, Sanded	Muddy	Oily	Other	Snow Slush, Not Sanded	Snow, Slush, Sanded	Wet	Total
Blowing Sand or Dust											
Dark (No Street Lights)	D	0	D	0	0	0	0	D	0	0	0
Dark (Street Lights Off)	D	D	D	D	D	0	0	D	0	0	0
Dark (Street Lights On)	D	0	D	0	D	0	0	0	0	0	0
Davers (Morning)	D	D	D	D	D	0	0	D	0	0	0
Davlight	D	D	D	0	D	D	0	0	0	0	0
Duck (Evening)	D	D	D	D	D	0	D	0	0	0	0
Other	D	O	D	0	D	D	0	0	0	0	0
Class											
Dust (ble Dreast ( inhts)	D	0	D	0	0	0	0	0	D	0	0
Dank (No Street Lights)			D	0	D	0	0	D	0	D	0
Dark (Street Lights On)	0		0	0	D	D	0	0	D	1	1
Dark (Street Lights On)	0		0	0	D	O	0	Ð	0	D	0
Dawn (Morning)	0	~		2	0	D	0	0	1	2	30
Daylight	D	20	0	0	0	0	0	0	0	D	0
Dusk (Evening)	D			0	0	D	0	D	O	0	0
Other	D	0				-					
Cloudy						0	0		0	0	0
Dark (No Street Lights)	D	0	0	0	0	0	0		0	0	0
Dark (Street Lights Off)	D	D	0	0	0	0	D	0	0	2	2
Dark (Street Lights On)	D	D	D	0	0	0	0	0	0	0	0
Dawn (Morning)	D	Ð	D	0	0	0	0	0	0	1	3
Daylight	Ð	2	0	0	D	0	0		0	0	0
Dusk (Evening)	D	D	D	0	D	0	0	0		0	0
Other	D	D	D	0	D	0	0	0	0	0	0
Fog. Smog. Smoke											
Dark (No Streat Lights)	0	0	0	0	0	0	D	0	0	0	0
Dark (Street Lights Off	D	0	0	Ð	0	0	0	0	0	0	0
Dark (Direct Lights On)	D	D	D	0	0	0	0	0	0	0	0
Dura (Memina)	D	0	0	o	0	0	0	0	0	0	0
Dawn (woming)	0	D	D	D	0	D	0	0	0	0	0
Daylight	0	0	D	0	0	0	0	0	D	0	0
Other	D	o	D	0	0	0	0	0	D	0	0

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Weather Light	Debris	Dry	loe, Packed Snow, Not Sanded	loe, Packed Snow, Sanded	Muddy	Oily	Other	Snow Slush, Not Sanded	Snow, Slush, Sanded	Wet	Total
Other											-
Dark (No Street Lights)	D	0	D	0	0	0	0	0	0	0	0
Dark (Street Lights Off)	D	D	D	0	0	0	0	0	0	0	0
Dark (Street Lights On)	D	D	D	0	0	0	D	0	0	0	0
Dawn (Morning)	D	D	D	0	0	0	0	0	0	0	0
Davlight	D	D	D	D	D	0	D	0	0	0	0
Dusk (Evening)	D	0	D	D	D	0	0	0	0	0	0
Other	D	0	D	0	D	0	D	0	D	0	u
Rain											
Dark (Ne Street Lights)	D	Ð	D	D	0	D	0	D	0	0	0
Dark (Newsel Lights OF)	0	Ð	D	D	D	D	0	0	D	0	0
Dark (Street Lights On)	D	Ð	D	0	D	0	0	0	0	0	0
Dark (dreet Light on)	0	Ð	D	0	0	0	0	0	0	0	0
Elawn (worning)	0		D	D	0	0	0	0	0	2	2
Daysom	0	0	D	D	D	0	0	D	0	0	0
Dusk (Evening)			D	D	0	0	0	0	D	0	0
Other	0	-									
Severe Cross Winds		-		0	0	0	0	0	0	0	0
Dark (No Street Lights)	D	D	0		0	0	D	0	0	D	0
Dark (Street Lights Off)	D	D	0	0	0	0	0	0	D	0	0
Dark (Street Lights On)	D	D	0	0	0	0	D	0	D	0	0
Dawn (Morning)	D	D	0	0	D	0	D	0	D	0	0
DayEght	D	p	0		0	ő	D	D	0	0	0
Dusk (Evening)	D	D	0	0	0	0	0	0	0	0	0
Other	D	D	D	U	0			-			
Sleet, Hail, Freezing Rain								0	0	0	0
Dark (No Street Lights)	D	D	D	D	0	0	0	0	0	0	0
Dark (Street Lights Off)	D	D	D	0	o	0	0		0	0	0
Dark (Street Lights On)	D	D	D	0	o	0	0	0	0	0	0
Dawn (Morning)	D	D	D	0	0	0	0	0	0	1	1
Davioht	D	D	D	0	D	0	0	0	0		0
Dusk (Evening)	D	D	D	0	0	0	D	0	0	0	0
Other	D	D	o	0	D	0	D	0	v		-

	Crashes by Weather, Light Condition and Road Surface												
Weather Light	Debris	Dry	lce, Packed Snow, Not Sanded	Ice, Packed Snow, Sanded	Muddy	Oily	Other	Snow Slush, Not Sanded	Snow, Slush, Sanded	Wet	Total		
Snow								0	0	0	0		
Dark (No Street Lights)	D	D	D	0	0	0	0		0	0	0		
Dark (Street Lights Off)	D	O	0	Ð	0	0	D	0	0		0		
Dark (Street Lights On)	D	D	D	0	0	0	0	0	0	0	0		
Dana (Mercina)	D	D	0	0	0	0	D	1	0	0	1		
Dawn (nabrining)		0	0	0	0	0	D	0	1	0	1		
Daylight	0	-		0	0	0	0	0	0	0	0		
Dusk (Evening)	D	D	0			0	Ð	0	0	Ð	0		
Other	D	D	0	0	~								
TOTAL	0	27	0	2	0	0	0	1	2	9	41		

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#### 2014-9796

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#### STATE OF MAINE CRASH REPORT

eporting Agency 1E0100700	Repo 14H-	rt Number 00859		Cra 3/	sh Date 15/2014	Crash 15:09	Time	At Scene Date 3/15/2014	At Scene 15:10	Time
ity or Town Iampden		Street	or Highwa	RD		Binte RD.	FCOLD BR	OOK RD, COLDB	ROOK	]Off Road
irection FROM Nearest	Intersection to Cr	ash Site	Di	slance Fro	n Nearest Inter	Latitu	ide 54270	Longitu	ide	
ode 1 9612	Node 2	ILOSK	Aeasureme	nt Node	Distance to S	cene Po	sted Speed			Posted 25 Posted 45
1) Type of Crash					(F2) Type of	ocation				03160 45
<ul> <li>- Intersection Move</li> <li>-3) Weather Condition</li> </ul>	ement				(F4) Light Co	ndition	ection			
- Clear					1 - Dayligh	t				
F5) Road Grade					(F6) Road St 1 - Dry	rface Co	ondition			
F7) Traffic Control Devi	CB				Traffic Contro	ol Device	Operational	(pre-crash)?	-	
- Traffic Signals (SI	top & Go)				Tabl Damas		herebald?	Yes No		K
- On Roadway	HINDI CIVENI				rotai Damag	e over i	niesnola r	IVYes [	No	
F9) Contributing Circum	nstances - Environ	ment 1			(F9) Contribu	ting Circ	umstances -	Environment 2		
L - None								0		
F10) Contributing Circu - None	mstances - Road	1			(F10) Contrit	outing Ci	rcumstances	-Road 2		
n or Near a Constructio	n, Maintenance, o	r Utility W Yes	ork Zone?	Unk	Work Zone \	Vorkers	Present?	Yes No	Un	k
F11) Location of the Cr	ash related to Wor	k Zone			(F12) Type of	f Work 2	lone			
Law Enforcement Prese	nt at Work Zone?	roement	Vehicle On		School Bus	Related?	volved	es, Indirectly Invol	ved 🔽	No
ARRATIVE	north on Rt. 20	2. Unit 2	was trav	elina wes	t CRASH DIA	GRAM				
							Coboa Ad		<u>20</u>	
Witness Last Name *		First		MI	Address * ME*		(	Sity	State	Zip
Witness Last Name		First		MI	Address		(	Sity	State	Zip
Non Vehicle Property I	Damage Descriptio	n					State	City or Town	Utilities	Privat
Property Owner Name					Address			City	State	Zip
Non Vehicle Property	Damage Descripti	on					State	City or Town	Utilities	Privat
Property Owner Name	1				Address			City	State	Zip
Reporting Officer Officer Shawn Dev	ine		Badge# 307	Report 3/16	Date 2014	Approv Serge	ed By ant Christi	an Bailey	Approved 3/30/20	Date

Page 1

Maine Department of Public Safety

Form 13:20A Revised January 2010 Last Modified: 3/30/2014 16:34

FIRST PAGE

Unit ID	MN		iceore D	Haba	Ci	de la	1) 11-24	Tupe					UNI	I PA	GE
1 Hit Run?	KMHWF25S54A99820	5	k K	1808	M	E 1	- Pass	enge	Car						
No Insurance NAIC	Insurance Con	npany Name					Inst	irance	Policy	Numbe	er				-
(U2) Véhicle Make	•			Vehic	e Yea	r	1(113) \	/ehicle	Color						_
27 - HYUNDAI				2004			11 -	Maroo	n						
(U4)Vehicle Configuratio	n			GVW	RorG	CWR		110	001 - 2	e 000 l	lho		then 2	e 000	
Vehicle Has 9 or More S	eals? HAZMAT	Placarded ?		Vehic	le Tra	vel Din	ection		Northb	ound	<u>الالال</u>	- ISou	thhou	0,000	ios.
	Yes 🖌 No	Yes	Z No		astbo	und	W	stbour	nd	Not	on Roa	dway	Ľ	Unkn	own
(U5) Special Function Ve 1 - No Special Function	shicle on	Exempt	1 Vehicle	Emer	gency	Vehid	e Resg	onding	to Sc	ene ?	Г	Yes		INo	
Extent of Damage	No Damage Observed	Minor Dan	nage	1	Fur	nctiona	Dama	ge	F	Towe	d Due t	o Disa	abling	Dama	ae
(US) Most Damaged Are	0			(U7)	Vost H	larmfu	Event	-							
3 - Center Passenger	Side			13 -	Moto	r Vehi	cle in	Trans	port	hiolo					
1 - Following roadwa	v			2 - B	rakes	i and	circum	5681100	5 - Ve	inue					
(U10) Sequence of Ever	is i			(U10)	Sequ	ence c	f Even	ts 2							-
(U10) Sequence of Ever	ts 3			(U10)	Sequ	ence o	of Even	ts 4							_
Debug Discula		Number D	A set of	<u> </u>					1.:	0	. 10.0				
Last Known Op	erator	Number [V]	Active	JNO L	Cense	spende	ed M	ate E	C	se Glas	S End	orsem	ients	Restric 0	lion
DRIVER Last Name *	First Name		MI	DRIV	ER A	ddress				City			State	Zi	p
Citation Number Pen	ding			Viola	tion 1					Violat	ion 2				
OWNER Last Name (sk	p if same as Driver) First Na	ime Mi		OWN	IER A	ddress				City			State	Zic	)
* (D4) Debug Distracted D				* M	*		201								
1 - Not Distracted	Ŷ			1-1	lopan	ently	Norm	al Cras	n						
(D3) Driver Actions at T	me of Crash 1			(D3)	Driver	Action	ns at Ti	me of	Crash	2					
4 - Ran Red Light	Tort Not Chung	lofined [	Dieed							loobol	DAC D	-			
Breath Urir	e Other Chemical T	est (Not Field Set	briety or PB1		Icohol	Test F	tesult F	Pendin		doonio	DAVO N	eaun			
Drug Test 🔽	Test Not Given Test R	tefused [	Blood	Drug	Test	Result	[	Pos	tive		egative	E	Pendi	ing	
(D4) Non Motorist Loca	ion at Time of Crash			(D5)	Non N	Notoris	Action	n Prior	to Cra	ish					-
(D6) Non Motorist Actio	n at Time of Crash 1			(D6)	Non M	Aotoria	t Actio	n at Tir	ne of (	Crash 2	2				
(D7) Pedestrian Maneu	vers			(D8)	Bicyc	list Ma	neuver	5							
DEDGON THOSE I	where 0 Descence + D. A														
SEAT ROW SEAT POST	NING, 2-Passenger, 3-Pedestria	AIRBAG DEPLO	OYED SE	STRAM	isseng I SYSTI	en/Qwn EM	or, 24-L	INJUE	wn Op Y TYPE	erator 25	JURY AR	nown C IEA	Perator	Owner	
1-Front Row 1-Left (drive 2-Second Row 2-Middle	) 1-Sleeper Section of Cab (tru 2-Other Enclosed Cargo Area	2-Not Deployed	1-1	lot Applia	able d - Mole	r Vehice		1-Amp	utation	14	Face Head		1-Fetal 2-Incide	otation	
3-Third Row 3-Right 4-Fourth Row 4-Other	3- Unenclosed Cargo Area 4-Trailing Unit	3-Deployed - Fro 4-Deployed - Six	ont 3-5 de 4-5	houlder	and Lap Belt Onl	Belt Used	ed	3-Broi 4-Bun	ian Bork	25 3- 4-	Neck Back		3-Noning 4-Possibility	apacitat le Injury	ng
5-Other Row 5-Unknown 6-Unknown	5-Riding on Motor Vehicle Ex (non-trailing unit)	b-Deployed - Of (knee, air belt	her 5-L ) 6-P	ap Belt ( testraint	Doly Use Used - C	ed Other		5-Con 6-Sho	cussion ck	5.	Ann(s) Log(s)		5-No Inju	ry .	
EJECTED HELL	6- Unknown IET USE	6-Deployed - Combination	7-0	child Ren child Ren	traint - P traint - P	Forward Rear Fac	Facing	8-Abr	aness asion/Br	ulses 8-	Chest St. Internal	mach	INJURY 1-Officer	Observation Science Sc	URCI
2-Ejected Partially 2-OP	F-Compliant Motorcycle Heimet or Heimet	r-Deployment -	Cursan 9.0 10	2nild Ren Booster	thaint - L Seal	Jaed Ino	omecily	10-00	her ber	r Pain 9-	Entine Bo D-Other	ay	2-Individ 3-Medica	ual State II, Param	ment edical
S-Cjocker Folking S-No	Heimot		11	-Cristi M	eso are	- One						ANBO	CODES -	sea code	-
Person Include Driver, Passe Type	igers, Bicyclist, and Pedestrians	Sex (	DOB	Seat Pos	Seat	Seat Pos	Air Bag	Ejected	Restrain	Helmet	Injury	Injury	Injury	inj info	Amb
Last Name, First Nar	ie, W	N Dec	21.000	Row		Other	2		-		E	. 114	-red	Guide	000
-		14 06/	21/09	-	1		2	1	3		5			2	1
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			- 1	- 1					L	1	1				

Init ID	1923		MN	-		License I	Maha	Stat	e kur	) Unit T	VDe					PA	9C
2	□ Hit	Run?	453BL	61665721	3183	*	10,00	ME	1-	Passe	nger (	Car					
No In	surance	NAIC 22055		Insurance *	e Company Na	ime				Insur *	ance P	olicy Numb	ner				
J2) Vel	hide Mak	e					Vehick	e Year		(U3) Ve	hide C	olor					-
5 - SU	JBARU hide Cool	liquitation					GVW	R or G(	CWR	4 - BIU				_			-
o aj ven	000000	-generation					-	10,000	O Ros.	E	10,00	01 - 26,000	lbs.	[]>t	han 2	6,000 R	98.
/ehicle	Has 9 or	More Se	ats? Yes 🔽	No HAZ	MAT Placarde	es √No	Vehic	le Trav astbou	el Dire	Ves Ves	tbound	nthbound	L on Roa	Sou	thbou	nd Unknor	MD
U5) Sp L - No	ecial Fun Special	ction Vel Functio	nicle n		□E	xempi Vehicle	Emer	gency \	Vehicle	Respo	nding	lo Scene ?		Yes		]No	
Extent o	of Damag		io Dama	ge Observer	Mine I	or Damage	(	Fun	ctional	Damag	je	Tow	ed Due t	to Disa	bling	Damag	в
U6) Mo	ost Dama	ged Area					(U7)	Viost H	armful	Event		art					
12 - Fr 118) Pr	ont e Crash /	Actions					(U9)	Contrib	uting C	lircums	tances	- Vehicle					-
1 - Fol	lowing	oadway	/				1 - N	lone									
(U10) S	equence	of Event	s 1 Tranco	ort			(U10)	Seque	ence of	Events	82						
(U10) S	equence	of Event	s 3				(U10)	) Seque	ence of	f Event	s.4						-
						[]	1			mil Cu.	to li	iconeo Clo	ee End	loreare	ante l	Destrict	lan
	Last Kr	cycle	Peder	strian 🔄 📙	cense Number			Sus	spende	d ME	ile i	C Cla	0	io sem	ents	0	ion
DRIVE	R Last Na	ame		First	Name	М	DRIV	/ER Ad	idress			City			State	a Zip	
* Citation	n Numbe	r Pend	ing				Viola	tion 1				Viola	ation 2				
							0110	100.1	14			011-1			Clat	-	
OWNEI *	R Last N	ame (skip	) if same	as Driver) F	irst Name	MI	* M	VER AC	oress			City			State	Zip	
(D1) Dr	river Dist	racted By					(D2)	Condi	tion at	Time of	Crash	1					
1 - No	t Distra	cted		web 4			1-1	Appan	Action	Norma	ne of C	rash 2					_
1 - No	Contrit	outing A	ction	aan 1			(00)	Sind	-www	a an Th	~ 010						
Alcoho	I Test		est Not	Given	Test Refused	Blood		loohol	Test R	tesult P	ending	Alcoho	BAC F	Result			
Drug T	eath est		Fest Not	Given	Test Refused	Blood	d Dru	g Test	Result	C	Posit	ive 🔲	Negative		]Pend	ing	
(D4) N	on Motor	ist Locati	on at Tin	ne of Crash			(D5)	) Non M	Notoris	t Action	Prior	lo Crash					
(D6) N	on Motor	ist Action	at Time	of Crash 1			(D6	) Non I	Motoris	t Action	at Tin	ne of Crash	2				
00710	an maan			5. 5140111													_
(D7) P	edestriar	n Maneuv	ers				(D8	) Bicyc	tist Ma	neuver	5						
SEAT F 1-Front 2-Soco 3-Third 4-Fourt 5-Othe 6-Union EJECT 1-Not I 2-Eject 3-Eject 3-Eject	PERSON ROW S I Row 1 I Row 2 I Row 3 In Row 4 r Row 5 rown FED Ejected bed Partially ted Totally	HELM 1-DOS Hight -Other -Unknown HELM 1-DOS 2-Other 3-No1	river, 2-Pr ION SEA 1-Si 2-OH 3-U 4-Tr 5-Ri (nor 6-U ET USE 7-Compliant r Helmet fetmet	Issenger, 3-P. T POSITION Of seper Section of her Enclosed Cargo aling Unit ding on Motor V -trailing unit) riknown Motorcycle Hel	edestrian, 6-Driv IHER AIRBA (cab (truck)1-Not A argo Area 2-Not C b Area 3-Depk 4-Depk ahicle Ext 5-Depk 6-Depi (cambii Combii met.	er/Owner, 7-Bic 3 DEPLOYED R pplicable 1 https://ent 3 byted - Front 3 byted - Side 4 byted - Othar 5 byted - The former 1 byted - Side 4 byted - Othar 5 byted - The former 1 byted - Side 4 byted - Othar 5 byted - Cutain 5 byted - Side 4 byted - Othar 5 byted - Side 4 byted - Othar 5 byted - Side 4 byted - Side 4 by	vcle, 8-F ESTRAN Not Appl Mone Us Shoulde -Shoulde -Child Re -Child Re -Child Re 0-Booth 1-Child I	Passeng vtf SYST icable ed - Not r and Lep r Belt On Colly Us t Used - votraint - votraint - votraint - r Seat Restraint	en/Own EM or Vehick p Belt Use of Other Forward Reer Fac Used Inc t - Other	er, 24-Li e Occupe od Facing ing omechy	INJUR 1-Amp nt2-Blee 3-Brok 4-Bur 5-Con 6-Sho 7-Dioz 8-Abr 9-Con 10-Of	wn Operator Y TYPE utsten ding an Bones at cussion k iness sison/Bruises splaint of Pain her	25-Last P INJURY A 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest S 8-Informal 9-Entire E 10-Other	Known ( REA Bomach Body	Dperato INJURY 1-Fatal 2-Incaps 3-NonIn 4-Possil 5-No Inj INJURY 1-Office 2-Individ 3-Medic Observi	n/Owner DEGREE acitating capacitati ble Injury ury IINFO SC r Observa dual State ad, Param ation	URC tion mont edicr
Person	Include Dr	wer, Passen	gers, Bicyc	list, and Pedeek	iana Sex	008	Seat	Seat	Seat Post	Air Bag	Ejected	Restraint Helm	et injury	Injury	Injury	inj info	Am
Туре	Last Name	, First Nam	e, Mi		(M,F,I	0, 000	Row	Pos	Other	Deployed		System Usi	Degree	i iype	Area	Source	Cod
1	*				F	11/10/92	1	1		2	1	3	5	-	-	2	1
-							-	-	-		-		-	-	-		_
-							-	-	-	-	-		-	-	-		_
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			0.11.5	alate			D						0.000 42	204 0	Cuine d	lan	
Main	e Debau	ment of	Public S	arety			Page	3				P	0111 13:	NON IS	ou260	Jauna	y Zl

STATE OF	MAINE CRAS	H REPORT	
 Report Number	Create Data	Crack Time	AL Conno

MEDIOU/00	12H-02349	er		Crash Date 6/28/2012	Crash Time 14:35	At Scene 6/28/20	Date 012	At Scen 14:49	e Time
City or Town Hampden	Stre	et or High	way CRD		Intof COLD E	ROOK RD,	COLDBRO	DOK	Off Ro
Direction FROM Nearest In	Itersection to Crash Site		Distance	From Nearest Inter	Latitude	202	Longitude	B	
Vode 1		Measure	nent Node	Dielancato Si	5 44./542/0	d Liosit C	-08.839	410	-
39612	000 2	ALCO DUTO	nem reduc	MOss   Ter	wites 45	Hour H	N/A	HNot	Posted :
(F1) Type of Crash				(F2) Type of I	Location			1100	rosied
2 - Rear End / Sideswig	De			4 - Four Leg	g Intersection				
(F3) Weather Condition				(F4) Light Co	ndition				
4 - Kain (E5) Road Grade				1 - Daylight	t Constitution				_
1 - Level				(F6) Road Su	mace Condition				
(F7) Traffic Control Device				Traffic Cootr	of Davice Operation	al (nre-crash	112		
1 - Traffic Signals (Stop	8 Go)			Traine Com	n series operator	VYes	No	UUn	k
(F8) Location of First Harm	ful Event			Total Damag	e over Threshold?				
1 - On Roadway						✓Yes	s 🗌 (	No	
(F9) Contributing Circumst	ances - Environment 1			(F9) Contribu	iting Circumstances	s - Environme	ent 2		
1 - None									
(F10) Contributing Circums	sances - Road 1			(F10) Contrib	outing Circumstance	es -Road 2			
z - Roau Surrace Condi	Holdeneer, Icy, Snow	, Siush,	etc.)	MI	Underso Descrito				
in or reear a construction,	Maintenance, or Othity V	VOIX ZONE		Ink Ink	vorkers Present?	□Yes	<b>No</b>		k
(F11) Location of the Cras	h related to Work Zone	<u>e</u> ,		(F12) Type of	f Work Zone		C).00		in .
				1. 1. 1900					
Law Enforcement Present	at Work Zone?			School Bus F	Related?				
Officer Present	Law Enforcement	Vehide (	)nly	No Yes, Dir	rectly Involved	Yes, Indirec	tly involved	i 🗸	No
Coldbrook Road in the north on Rt. 202, collid	left turn lane. Vehic led with Vehicle #1.	le #2, tr	aveling		Colouch Root		Nor to Se	ME	
Coldbrook Road in the north on Rt. 202, collic	left turn lane. Vehic led with Vehicle #1.	ie #2, tr	aveling		Contracts Read		(N) 167 10 50	MLE	
Coldbrook Road in the north on Rt. 202, collid	left turn lane. Vehic led with Vehicle #1.	le #2, tr	aveling	MI Address	Collesch Read	*	ADT ID SIG	sale.	Ziţ
Vitness Last Name	led with Vehicle #1.	le #2, tr	aveling	MI Address MI Address	Coldsook Root	City	R. SH	state State	Zip
Vitness Last Name Witness Last Name Non Vehicle Property Dar	First Rege Description	le #2, tr	aveling	MI Address MI Address	Cuttures Read	City City of the cit	(N) 1457 110 550 N 351 (N 351 (N 351 (N 351) (N 351) (	State	Zip Zip
Vitness Last Name Witness Last Name Non Vehicle Property Dar Property Owner Name	First Rege Description	le #2, tr	aveling	MI Address MI Address Address	Coltorek Roof	¢ ¢ City City City or City	Abr 10 Sto	State State State State	Zip Zip DPriva Zip
Coldbrook Road in the north on Rt. 202, collid Witness Last Name Witness Last Name Non Vehicle Property Dar Property Owner Name Non Vehicle Property Dar	led with Vehicle #1. First First nage Description	le #2, tr	aveling	MI Address MI Address Address		City City City City City or City or	Alor no dio	State State Utilises State	Zip Zip Priva Zip
Coldbrook Road in the north on Rt. 202, collid Witness Last Name Witness Last Name Non Vehicle Property Dar Property Owner Name Non Vehicle Property Dar Property Owner Name	led with Vehicle #1.  First First nage Description	le #2, tr	aveling	MI Address MI Address Address Address		City City City City City City City	Abr 10 30	State State Utilities State State State	Ziţ Ziţ Driv Ziţ Ziţ Ziş
Coldbrook Road in the north on Rt. 202, collid Witness Last Name Witness Last Name Non Vehicle Property Dar Property Owner Name Non Vehicle Property Dar Property Owner Name Reporting Officer	First First nage Description	Rgdnedt	aveling	MI Address MI Address Address Address	Contensis Read	City City City City City City City City	N ADT ND SEC	State State Utilises State State State	Zip Zip Priva Zip Priva Zip

Last Modified: 7/5/2012 13:55

2H-023	349	han	TIL OI	License	Hata	Sto	to 1011	) Unit 1	where the				UNI	PA	GE
1	Hit Run?	1G1JF52F2471997	54	*	10/6	M	E 1-	Passe	nger C	ar					
No Ins	NAIC NAIC	Insurance C	ompany Nam	e		-		Insur	ance Po	olicy Numb	ег				-
100 Mahl	da Malea	*			Mahiel	e Ve er		*	hido C	olor					-
1 - CHE					2004	erea		1 - Bla	ck	0.01					
J4)Vehic	cle Configuration				GVW	R or G	CWR		1.0.00			<b>—</b>			
/objete U	las 0 es Mara Co	ate 2 UA744	T Discarded	2	1 Cabio	10,00	0 Ibs.	clion	[10,00	1 - 26,000	103.	7500	nan 2	6,000 R	x8.
encien		Yes No	Yes	<b>√</b> No		astbou	und	Wes	toound	Not	on Roa	sdway		Unkno	m
U5) Spec	cial Function Vel pecial Functio	n N	Exe	mpt Vehicle	Emer	gency '	Vehicle	Respo	inding t	o Scene ?	C	Yes		No	
Extent of	Damage	lo Damage Observed	Minor	Damage	1	Fun	ctional	Damag	e	Town	ed Due	lo Disa	ibling I	Damag	0
U6) Mosl	t Damaged Area				(U7)	Viost H	armiui	Event	ranco						
U8) Pre (	Crash Actions				(U9)	Contrib	venico utina C	Sircums	tances	- Vehicle					_
1 - Sto	pped in traffic				1 - N	lone									
U10) Sec	quence of Event	51			(U10)	Sequi	ence of	Event	; 2						
21 - MO	tor Vehicle In	ransport 3			50 -	Sequ	ence of	f Events	4						_
010/00	queries or even				1010	, ooqu	01100 0								
Drive	er Bicycle	Pedestrian Licen	se Number	Active	No L	icense	Per	mit Sta	te L	icense Cla	ss Enc	dorsem	ents	Restrict	ion
	Last Known Ope	First Na	me	M		ER A	spende Idress		p.	City	10		State	A,C Zin	_
R .	Cast Harris	1 # 51 146			* M	E*	101000						ciuit		
Citation M	Number Pend	ing 🗋			Viola	tion 1				Viola	tion 2				
WNER	Last Name (skip	if same as Driver) First	Name	MI	0///	IER A	ddress			City			State	Zip	
D1) Driv	ver Distracted By				(D2)	Condi	tion at '	Time of	Crash						
1 - Not	Distracted				1-1	Appar	ently I	Norma	1				_		
(D3) Driv	ver Actions at Tir	ne of Crash 1			(D3)	Driver	Action	s at Tir	ne of C	rash 2					
Alcohol 1	Test 7	est Not Given Ter	at Refused	Blood	100	Joohol	Test R	esult P	ending	Alcoho	BAC F	≷esult			-
Drug Tes	st1	est Not Given Ter	al Test (Not Fiel st Refused	Blood	1 Dru	a Test	Result	Г	Positi	ve 🗆	legative	· [	Pend	ina	
(D4) Nor	n Motorist Locati	on at Time of Crash			(D5)	Non N	Notoris	Action	Prior to	o Crash				-0	-
(D6) Nor	o Motorist Action	at Time of Crash 1			(D6	Non	Aotoris	t Action	at Tim	e of Crash	2				_
(00) 140					(00)	Disco	Cathle								_
(U7) P60	oestnan Maneuv	ens			100	Dicyc	ast ma	neuven							
PE	ERSON TYPE 1-D	iver, 2-Passenger, 3-Peder	strian, 6-Driver/	Owner, 7-Bicj	de, 8-P	asseng	er/Own	er, 24-La	ist Know	n Operator :	25-Last P	Known C	perator	Owner	
SEAT RO 1-Front R	W SEAT POSIT low 1-Left (driver)	ON SEAT POSITION OTHER 1-Sleeper Section of Cab	(huck) <sup>1</sup> Not Appl	cablo 1	ESTRAIN Not Appl	IT SYST cable	EM		1-Ampu	tation	1-Face	MEA	INJURY 1-Fatal	DEGREE	
2-Second 3-Third R	d Row 2-Middle tow 3-Right	2-Other Enclosed Cargo 3- Unenclosed Cargo Are	Area 2-Not Depl a 3-Deployed	5-Frant 3	None Us Shoulder	ed - Not and Lep	or Vehicle Delt Use	i Occupia id	3-Broke	n Bones	3-Neck		2-Incapa 3-Nonin	capacitating	10
4-Fourth 1 5-Other R	Row 4-Other Row 5-Unknown	4-Trailing Unit 5-Riding on Motor Vehicl	e Ext 5-Deployed	d-Other 5	-Lep Belt	Only Us	ly Used ed		5-Conce	ussion	5-Arm(s)		5-No Inji	ury	
6-Uniknov	wn	(non-trailing unit) 6- Unknown	6-Deploye	i- 7	-Restrain -Child Re	straint - I	Other Forward I	Facing	7-Dizzir	NOBS	7-Chest S	tomach	NURY	INFO SO	URC
LJECTED 1-Not Eje	D HELM ected 1-DOT	T USE Compliant Motorcycle Heimet	7-Deploym	on 8 Iont - Curtain 9	-Child Re -Child Re	straint - straint -	Rear Fac Used Inc	ang omectly	9-Comp	staint of Pain	9-Entire B	lody	2-Individ	tual State	tion ment
2-Ejected 3-Ejected	d Totally 3-No H	r Helinet ielmet		1	1-Child I	r Seet Rostraint	- Other		10-018		A-Oner		Observa	at, Parans stion	00000
L	art de Dei en Deux	ner Bourist and Determine			Sart		Cast					AMB	CODES -	see code	shee
Person in Type	ast Name Einst Name	prin, Disyster, and Pedelanana Mi	Sex (M,F,U)	DOB	Pos	Pos	Pos (	Air Beg Deployed	Ejected 8	estraint Helmo System Use	Degree	Type	Area	Inj Info Source	Ami
1 *	t Charles Print Party	0.41	F	07/25/91	1	1		2	1	3	4	9	3	2	1
									-		1	-	-		-
$\vdash$					-		-				+	-	-		_
$\vdash$											-	-	-		_
Mainel	Department of	Public Safety			Page	2	1	1		Fo	orm 13:	20A R	Visor	lanuar	20

	IVIN	Lingange	Mate	, Sta	the In I	11108	Type					UNI	I PA	GE
2 Hit Run?	1C3EL56R14N378714	*	1916	M	E 1	- Pass	enger	Car						
No Insurance NAIC	Insurance Company Nar	me				Insu	rance	Policy	Numbe	96				-
1/2) Vehicle Make	*		Mablel	Veg	-	101333	/obido	Color						
12 - CHRYSLER			2004	8 188		8 - G	rey, S	ilver						
(U4)Vehicle Configuration			GVW	R or G	CWR	10 00								-
			<	10,00	0 lbs.		10,	001 - 2	6,000 1	bs.	>	than 2	6,000	bs.
Vehicle Has 9 or More Sea	ts ? HAZMAT Placarded	17	Vehicl	e Trav	vel Dire	ection		Vorthb	ound	_ [	Sou	thbou	nd	
115) Special Eurotion Vehi		8 VIN0	Emer	astroo	Und		stoour	10 Se	INOt o	on Roa	idway		Unkng	wn
1 - No Special Function		empt Vehicle	Emers	Jany	VCIDO	e rvesp	onun	10.50	ene :	Г	Yes	Г	No	
Extent of Damage	Damage Observed	r Damage	. [	Fun	ctional	I Dama	ge	C	]Towe	d Due t	lo Disa	bling	Damag	le
(U6) Most Damaged Area			(U7) N	Acst H	larmful	Event								
12 - Front			13 -	Motor	r Vehi	cle in	Trans	port	histo					
1 - Following roadway			(U9) (	one	outing (	Circum	stance	5 - V8	nicie					
(U10) Sequence of Events	1		(U10)	Seau	ence o	f Even	82							
21 - Motor Vehicle In T	ransport		50 -	No Of	ther E	vents	-							
(U10) Sequence of Events	3		(U10)	Sequ	ence o	of Even	ts 4							
Driver Bicycle	Pedestrian License Number	Active	No Li	cense	Pe	rmit St	ate	Licen	e Clas	s End	lorsem	ents	Restric	tion
Last Known Oper	ator *			Su	spende	d M	E	С		0			0	
PRIVER Last Name	First Name	M	DRIV * ME	ER Ad	ddress				City			State	) Zij	)
Citation Number Pendir	9		Violat	ion 1	_				Violati	on 2				
OWNER Last Name (skip	if same as Driver) First Name	MI	OWN	ER A	ddress				City			State	Zip	
*			* ME											
(D1) Driver Distracted Sy			(D2)	Condi	tion at	Time o	d Cras	h Hand	icanne					
(D3) Driver Actions at Tim	e of Crash 1		(D3)	Driver	Action	ns at Ti	me of	Crash	2	, u				
19 - Other Contributin	g Action		(00)	Carton	r iotroi	io or in		oncron	-					
Alcohol Test	st Not Given Test Refused	Blood	DA	cohol	Test R	Result F	endin		loohol	BAC R	esult			-
Drug Test	st Not Given Test Refused	Blood	Drug	Test	Result		70					10		
(D4) Non Motorist Location	Other		(05)	Neo I	Antorie	t Ardiou	Prior	tive In Cra	LINE	gauve	L	Pend	ing	
(D4) Non motorial Cocald			(00)	I SQLI I	notoris	4 71000	TPHO	to Cie	541					
(D6) Non Motorist Action a	t Time of Crash 1		(D6)	Non M	Notoris	Action	n at Tir	me of (	Crash 2					
(D7) Pedestrian Maneuve	18		(D8)	Bicyc	list Ma	neuver	8							_
PERSON TYPE 1-Driv	er, 2-Passenger, 3-Pedestrian, 6-Driver	Owner, 7-Bicy	de, 8-Pa	isseng	er/Own	er, 24-L	ast Kno	wn Op	trator 25	-Last K	nown C	perator	Owner	
SEAT ROW SEAT POSITIO	N SEAT POSITION OTHER AIRBAG D	EPLOYED RE	STRAIN	SYSTI	EM		INJUS 1.Am	TYPE	IN.	JURY AR	AB	NURY	DEGREE	
2-Second Row 2-Middle	2-Other Enclosed Cargo Area 2-Not Dep	loyed 24	Norve Use	d - Mole	v Vehice	e Occupa	nt2-Bies	ding	24	lead		2-Incept	citating	
4-Fourth Row 4-Other	4-Trailing Unit 4-Deployee	xd-Side 4.	Shoulder I	Belt Onl	y Used	60	4-Bun	15	44	Back		4-Possib	ie kijury	10
6-Unknown	(non-trailing unit) (knee, sir	belt) 6.	Restraint	Used - (	os Other		6-Sho	ck	64	Leg(s)		> No Inj	зy	
EJECTED HELMET	USE Combined	ion B	Child Res Child Res	traint - P traint - P	Forward Rear Fac	Facing	8-Ab	sness ssion/Br	ulses 8-	internal	omach	1-Officer	INFO SC Observa	URCI lion
1-Not Ejected 1-DOT-C 2-Ejected Partially 2-Other	Compliant Motorcycle Heimet 7-Deptoyn Heimet	nent - Curtain g. 10	Child Res Doceter	traint - I Seat	Used Inc	orrectly	9-Cor 10-O	nplaint o hisr	1 Pain 9-1	Entire Bo Other	dy	2-Individ 3-Medic	ual State	nent
3-Ejected Totally 3-No He	Inet	11	-Child R	ostaint	- Other							Observa	tion	
Person Include Driver, Passenge	rs, Bicyclist, and Pedestrians Sov		Seat	Seat	Seat	AirBen		Restrain	Helmat	lolary	Inkey	Inher	see code	shee
Type Last Name, First Name,	Mi (M(F,U)	DOB	Pos Row	Pes	Pos C	Deployed	Ejected	System	Use	Degree	Туре	Area	Source	Cod
1 *	F	09/24/79	1	1		2	1	3		5			2	1
			1											
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Maine Department of Pu	blic Safety		Page 3			-		1	For	m 13:2	OA Re	vised .	lanuar	20

#### 2012-34240

#### STATE OF MAINE CRASH REPORT

teporting Agency 1E0100700	12H-02782	er		7/29/2012	16:40	7/29/	2012	16:44	rime
ity or Town Iampden	Stree	et or High	RD		Intoff RD. US	OLD BROOK RU	), COLDBR	OOK	]Off Re
Nrection FROM Nearest	ntersection to Crash Site		Distance	From Nearest In	ler. Latitude		Longitud	le	
At Intersection Nor	th South East	West	aged Med	Feet M	Econo Docto	270 I Speed Limit D	-68.839	9410	
9612	0	weasurer	nem 1400	MOIS MOIS	Tenths M	les 45: Hour	NA	Not	Posted
F1) Type of Crash				(F2) Type	of Location	lon			
E3) Weather Condition				(F4) Light	Condition				
L - Clear				1 - Dayli	ght				
F5) Road Grade				(F6) Road	Surface Cond	tion			
F7) Traffic Control Device	)			Traffic Co	ntrol Device Op	perational (pre-cra	ish)?	_	
L - Traffic Signals (Sto	p & Go)					✓Yes	No	Un	k
F8) Location of First Harr - On Roadway	nful Event			Total Dan	age over Thre	shold?	res 🗌	No	
F9) Contributing Circums	tances - Environment 1			(F9) Cont	ibuting Circum	stances - Environ	ment 2		
1 - None				15401.0	La. P AL.	malanana Denda			
(F10) Contributing Circum 1 - None	stances - Road 1			(F10) Cor	enbuting Circu	mstances -Road 2			
n or Near a Construction,	Maintenance, or Utility V	Nork Zone	2 _	Work Zor	e Workers Pre	sent?			
(C14) Longing of the Case	Yes	[∠]No		Unk (E12) Tur	e of Work Zon	Yes	LINO		IK
(Firly cocation of the Cra	STREAMED TO VIOLA 2008			(-12) 19	C OF FIGH 2011	-			
Law Enforcement Presen	t at Work Zone?	Mahida	when F	School B	us Related?	od 🗆 Ver Judie	ectly lough	ed LZ	No
		i venicie c	YINY L		Directly involu		icosy involve		140
Bound Coldbrook Rd. shifted. VH#1 then ro	m North Bound Route As VH#1 was turning olled onto its side.	e 202 on g the car	to West go onbo	bard				)	
Bound Coldbrook Rd. shifted. VH#1 then r	m North Bound Rout As VH#1 was turnin olled onto its side.	e 202 on g the car	to West go onbo	xard				) Manual Br	
Witness Lasl Name	m North Bound Rout As VH#1 was turning olled onto its side. First	e 202 on g the car	to West go onbo	MI Addres: * ME*		City		) Menod Me State	2
Witness Last Name	m North Bound Route As VH#1 was turning olled onto its side. First First	e 202 on g the car	to West go onbo	MI Address MI Address		City City		) Merrorik Bet Statte Statte	2
Witness Last Name * Witness Last Name Non Vehicle Property D	m North Bound Route As VH#1 was turning olled onto its side. First First amage Description	e 202 on g the car	to West go onbo	MI Address MI Address		City City State	y or Town	) Merrit Marine State State	2 2 2
Witness Last Name * Witness Last Name Property Owner Name	m North Bound Route As VH#1 was turning olled onto its side. First First amage Description	e 202 on g the car	to West go onbo	MI Address MI Address MI Address		City City City City City	y or Town	) Merrit Marine State State State State	2 2 2 2 2
Witness Last Name * Witness Last Name Non Vehicle Property D Property Owner Name	m North Bound Route As VH#1 was turning olled onto its side. First First amage Description amage Description	e 202 on g the car	to West go onbo	MI Address MI Address MI Address	  	City City City State Cit	y or Town	) Merrit Marine State State State State Utilities	2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2
Witness Last Name * Witness Last Name * Witness Last Name Non Vehicle Property Di Property Owner Name Non Vehicle Property D Property Owner Name	m North Bound Route As VH#1 was turning olled onto its side. First First amage Description amage Description	e 202 on g the car	to West go onbo	MI Address MI Address MI Address Address		City City City City City City	y or Town	) Merrin Marcel State State State State State State	2 2 0 Pr
Witness Last Name * Witness Last Name * Witness Last Name Non Vehicle Property D Property Owner Name Non Vehicle Property D Property Owner Name Reporting Officer	m North Bound Rout As VH#1 was turning olled onto its side. First amage Description amage Description	e 202 on g the car	to West go onbo	MI Address MI Address MI Address Address Address	Approved	City City City State Cit City By	y or Town	) Merce Marcological State State State State State Abcorover	2 Pr Pr d Date

Page 1

Last Modified: 7/30/2012 21:10

12H-0	2782		have	STA	IE O	- WAIN	EC	RAS	SHI	KEP	UR	1				UNI	TPA	GE
1 1	Пн	t Run?	1FUJGL	CK08LZ82243		License I *	late	Sta	ite di IE lb	7) Hied s)	hum/	Heav	y Truc	ks (Me	ore th	nan 1	0,000	
Nol	nsuranc	8 NAIC		Insurance Con *	npany Na	me				Insu *	rance	Policy	Numbe	er				
(U2) Ve 19 - Ff	hicle Ma	ike LINER					Vehic 200	sle Yea B	r	(U3) V 4 - Bl	ichicle	Color						
(U4)Vel 11 - Tr	hicle Co ractor/	nfiguration Semi-Tra	iler (one	trailer - 5 axle	s)		GW	/R or G < 10,00	CWR 00 lbs.	[	10,	001 - 2	6,000	lbs.	∕>	than 2	6,000	bs.
Vehicle	Has 9 d	or More Se	sats ? Yes <b>√</b> N	HAZMAT	Placarde Ye	d? ⊯s I∕TNo	Vehi	cle Tra Eastbo	vel Dir und	ection	I	Northb	ound Not	on Roa	Sou	ilhbou	nd Wokov	www
(U5) Sp 1 - No	ecial Fu Specia	I Function	hide n		DE)	cempt Vehicle	Eme	rgency	Vehic	le Resp	onding	to So	ene ?	C	]Yes	[	]No	mi
Extent	of Dama	۱ <sup>90</sup>	No Damage	e Observed	Mino	r Damage		Fur	nctiona	l Dama	ge		Towe	d Due t	to Disa	abling	Damag	30
(U6) M	ost Dam	aged Area	Side				(U7)	Most H	larmíu	l Event								-
(U8) Pr	e Crash	Actions					(U9)	Contril	buting	Circum	stance	s - Vel	hide					
(U10) S	Bequenc	e of Event	s1				1-1	) Sequ	ence	of Event	s 2							_
5 - Ca	rgo / E	quipmen	t Loss or	Shift			1-0	Overtu	Irn / I	Rollove	er							_
(010) 8	sequenc	e or Event	80				(UII	) sequ	ence (	or even	\$4							
	iver B	licycle	Pedesb arator	ian License	Number	Active	]No l	loense Su	Pe	ed M	ate E	Licens A	se Clas	s End	orsem	ients	Restric 0	tion
*	R Last N	lame		First Name		М	DRI * M	VER A	ddress				City			State	e Zij	0
Citation	n Numbe	er Pend	ing 🗌				Viol	ation 1					Violati	ion 2				
OWNE *	R Last N	√arme (skip	o if same a	s Driver) First Na	me	МІ	0W * M	NER A	ddress	5			City			State	Zip	
(D1) D	river Dis	tracted By					(D2)	Condi	tion at	Time o	f Cras	h						
(D3) D	river Act	ions at Th	ne of Cras	h 1			(D3)	) Driver	Action	ns at Ti	me of	Crash	2					
Alcoho	Test		lest Not Gi	ven Test F	efused	Blook	h	Voobol	Test	Result P	endin	. 1	loohol	BAC R	esuit			
Drug T	iest		e Cest Not Gi	Ven Test F	est (Not Fi Refused	eld Sobriety or PE	in Dru	g Test	Resul	Г	Pos	itive		egative	Г	Peor	ing	-
(D4) N	on Moto	rist Locati	on at Time	of Crash			(D5	) Non f	Motoria	st Action	Prior	to Cra	sh	- 2	-	1. 614		-
(D6) N	on Moto	rist Action	at Time of	Crash 1			(D6	) Non I	Motoris	st Action	n at Tir	me of (	Crash 2	2				
(D7) P	edestria	n Maneuv	ers				(D8	) Bicyc	dist Ma	aneuver	8							
-	PERSON	TYPE 1-Dr	wer, 2-Pass	enger, 3-Pedestris	n, 6-Driver	Www. 7-Bio	cle. 8-5	asaso	ec/Owr	er. 24-L	ast Kor	wn Orv	trator 21	5-Last K	nown C	Dereta	Ourse	
SEAT F 1-Front 2-Seco 3-Third 4-Fourt 5-Othe 8-Unkn EJECT 1-Mark	ROW S Row Row Row Row Row Row B h Row Row B b Row B b Row B cwn B ED Beded	SEAT POSITI I-Left (driver) 2-Middle 3-Right 4-Other 5-Uniknown HELMI	ON SEAT F 1-Steep 2-Other 3-Uner 4-Trailir 5-Ridin (non-tra 6-Univ IT USE	OSITION OTHER er Section of Cab (tru Einclosed Cargo Area isosed Cargo Area ig Unit g on Motor Vahide Ex iling unit) kwm	AIREAG ck/1-Not App 2-Not De 3-Deploy 4-Deploy (snee, air 6-Deploy Combina 7-Deploy	DEPLOYED Rd ployed 2- ployed 2- ed - Front 3- ed - Stide 4- ed - Other 5- rbelt) 6- ed - 7- tion 8- meet - Curtain 9-	ESTRAIR Not App None Ut Shoulde Shoulde Lep Belt Restrain Child Ro Child Ro	NT SYST licable red - Mot r and Lag r Belt On Conty Us & Used - istraint - istraint -	EM or Vehicl or Belt Us by Used ed Other Forward Roar Fa	le Occupa ed Facing sing	INJUF 1-Amp 3-Brol 4-Dun 5-Cor 6-Sho 7-Diz 8-Abr 9-Cor	KY TYPE putation iding ken Bond his icussion ick ciness asion/Bin polaint o	IN 1- 2- 18 3- 4- 5- 5- 5- 7- 1/ 1/ 5- 5- 7- 1/ 1/ 5- 5- 7- 1/ 1/ 5- 5- 7- 1/ 1/ 1/ 1/ 1/ 1/ 1/ 5- 5- 5- 7- 1/ 1/ 1/ 5- 5- 5- 7- 1/ 1/ 1/ 5- 5- 5- 5- 5- 5- 5- 5- 5- 5- 5- 5- 5-	JURY AF Face Head Neck Back Arm(s) Leg(s) Chest St Internal Entire Br	amach	INJURY 1-Fatal 2-Incapie 3-Nonin 4-Possit 5-No Inji INJURY 1-Office 2-Instal	DEGREE citating capacitati nia Injury ury INFO SC r Observe	ng URC tion
2-Eject 3-Eject	ed Partially	2-Othe 3-No H	-Compliant Mx r Heimet iehnet	xorcycle Heimet		9 1	1-Child	r Seat Restraint	- Other	Millouy	10-00	her	10	0-Other	1110	3-Medic Observa	al, Panam tion	edical
Person Type	Include Dr	iver, Passeng	pers, Bicyclist,	and Pedestrians	Sex (MUF.U)	DOB	Seat Pos	Seet Pos	Seat Pos	Air Bag Deployed	Ejected	Restrain System	t Heimet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Ant
1	8	<u>n, ir Kok Post</u> te			F	06/17/72	1	1	Unar	2	1	3		5			3	1
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					-									1		-		-
-					-		-	-	-	-		-		-	-	-		_
1																		


Reporting Agency	Report N	umber	Cras	sh Data	Crash Time	At Scen	e Date	At Sce	ne Tim
City or Town	138-00.	Street or Highway	1/1	6/2013	Int of COLD	BROOKRE	, COLDBR	09:23 OOK	
Direction FROM Neares	I Intervention to Crack	Site Dist	anco Ema	a biagonat lator	RD, US HWY	202	Li analita	-	
At Intersection	forth South E	ast TWest	ance From	Feet Mile	44.754270		-68.839	e 9410	
Node 1	Node 2	Measurement	Node	Distance to Se	cene Posted Spec	od Limit	Unknown	No	t Poste
39612	0			MO18 Ter	iths Mies 40	r Hour	NVA	No	t Poster
(F1) Type of Crash	amont			(F2) Type of	Location				
F3) Weather Condition	ement			4 - Four Leg	Intersection				
6 - Snow				1 - Daylight	t				
(F5) Road Grade				(F6) Road Su	vface Condition				
1 - Level	r			3 - Snow					
(F7) Traffic Control Dev	ice			Traffic Contro	ol Device Operatio	nal (ore-cra	sh)?		lak
(F8) Location of First H	armful Event			Total Osman	e over Threshold?	VIGS			пк
1 - On Roadway	and the set of the			Total Damag	o over miesholo ?	VY	es 🗆	No	
(F9) Contributing Circu	mstances - Environmen	11		(F9) Contribu	ting Circumstance	s - Environn	ment 2		
1 - None									
(F10) Contributing Circl	umstances - Road 1			(F10) Contrik	outing Circumstand	es -Road 2			
z - Road Surface Co	naition (Wet, Icy, S	now, Slush, etc.)	)	March 7	Aladaan Daraanti				
In or rear a Construction	n, maintenance, or Ut	s VINo	Unk	Work Zone V	workers Present?	TYes	<b>No</b>		Ink
(F11) Location of the C	rash related to Work Z	one		(F12) Type of	f Work Zone	0.00			
Law Enforcement Pres	ent at Work Zone?			School Bus	Related?	<b>-</b>			
Unicer Prese	ant Law Enforce	ment Vehicle Only	UN0	Yes, Di	rectly involved	Yes, Indin	ectly involve	N 🖌	No
Road intersection. U intersection and ha Coldbrook Road app failed to stop for th Unit 1 then struck t	Jnit 1 attempted to Id a green light. Uni proaching the Route e red light. he drivers side back	go through the t 2 was traveling 202 intersection of Unit 2.	y east on n and		San 2	041			
Road intersection. U intersection and ha Coldbrook Road app failed to stop for th Unit 1 then struck t	Jnit 1 attempted to Id a green light. Uni proaching the Routs e red light. he drivers side back	go through the t 2 was traveling 202 intersection of Unit 2.	g east on n and		Raar 3	• • • • • • • • • • • • • • • • • • •	¦ [ (	D	
Road intersection. I intersection and ha Coldbrook Road app failed to stop for th Unit 1 then struck t	Jnit 1 attempted to Id a green light. Uni proaching the Routs e red light. he drivers side back	go through the t 2 was traveling 202 intersection of Unit 2.	g east on n and		Collect Red		_(   	D	
Road intersection. I intersection and ha Coldbrook Road app failed to stop for th Unit 1 then struck t	Jnit 1 attempted to Id a green light. Uni proaching the Route e red light. he drivers side back	go through the t 2 was traveling 202 intersection of Unit 2.	g east on n and		Roor 2 Colleged Rood UCCOSE wit 2 Roor 30			AN)	
Road intersection. U intersection and ha Coldbrook Road app failed to stop for th Unit 1 then struck t	Jnit 1 attempted to Id a green light. Uni proaching the Route e red light. he drivers side back	go through the t 2 was traveling 202 intersection of Unit 2.	g east on n and MI	Address	Colleged Read	City		N Maria Rua	
Road intersection. U intersection and ha Coldbrook Road app failed to stop for th Unit 1 then struck t Witness Last Name	Jnit 1 attempted to Id a green light. Uni proaching the Route e red light. he drivers side back	go through the t 2 was traveling 202 intersection of Unit 2.	g east on n and MI MI	Address Address	Coldenth Fact	City	(( * *	State State	
Road intersection. I intersection and ha Coldbrook Road app failed to stop for th Unit 1 then struck t Witness Last Name Witness Last Name Non Vehicle Property	Jnit 1 attempted to Id a green light. Uni proaching the Route e red light. he drivers side back Final State State State Final State	go through the t 2 was traveling 202 intersection of Unit 2.	y east on n and MI MI	Address Address	Cottooch Road	City City	l (( %	State	s []Pi
Road intersection. I intersection and ha Coldbrook Road app failed to stop for th Unit 1 then struck t Witness Last Name Witness Last Name Non Vehicle Property Property Owner Name	Jnit 1 attempted to d a green light. Uni proaching the Routs e red light. he drivers side back Fi Damage Description	go through the t 2 was traveling 202 intersection of Unit 2.	y east on n and MI MI	Address Address Address	Cottand Read	City City City City	i (( % ° ) i ( or Town [	State Utilitie: State	s []Pi
Road intersection. I intersection and ha Coldbrook Road app failed to stop for the Unit 1 then struck to Witness Last Name Witness Last Name Non Vehicle Property Property Owner Name Non Vehicle Property	Jnit 1 attempted to d a green light. Uni proaching the Route e red light. he drivers side back F Damage Description Damage Description	go through the t 2 was traveling 202 intersection of Unit 2.	g east on n and MI MI	Address Address Address	Cottooch Read	City City City City City	or Town (	State Utilitie: State Utilitie:	s []Pi
Road intersection. I intersection and ha Coldbrook Road app failed to stop for the Unit 1 then struck to Witness Last Name Witness Last Name Non Vehicle Property Property Owner Name Non Vehicle Property Property Owner Name	Jnit 1 attempted to d a green light. Uni proaching the Route e red light. he drivers side back Find the back Find	go through the t 2 was traveling 202 intersection of Unit 2. rst	y east on n and MI MI	Address Address Address Address	Cottlands Read	City City City City City City	or Town	State Utilitie State Utilitie State State	s []Pi

Last Modified: 1/18/2013 20:53

3H-001	40	hau	STAT	LOF	NIPAINI	- 01	MO	- have	LFY	JAI					UNIT	PA	GE
1	Hit Run?	5GTEN1	31.488140254		License F *	nate	M	2-	(Spot	t) Uti	lity Ve	hicle					
No Ins	urance NAIC		Insurance Compl *	any Name	)				Insur *	ance F	Policy N	lumbe	r				
J2) Vehi	de Make					Vehid	e Year		(U3) V	ehicle (	Color						_
3 - GM	C de Configuration	1				GVW	R or G	CWR	8 - Gn	ey, Si	ver					-	-
	an ouringaration						10,00	) lbs.	E	10,0	01 - 28	,000 Ib	18.	>1	han 28	,000 R	08.
ehicle H	as 9 or More Se	sats? Yes <b>√</b> N	HAZMAT PI	acarded ?	No	Vehic	le Trav astbou	el Dire Ind	ction Wes	N	d [	Not c	n Roa	/JSou dway	ihboun	d Jinkno	wn
J5) Spe - No S	cial Function Vel pecial Functio	nicle n		Exen	npt Vehicle	Emer	gency '	Vehicle	Respo	onding	to Sce	ne ?		Yes		No	
ixtent of	Damage	No Damage	Observed	Minor E	Damage	(	Fun	ctional	Damag	98		Towed	Due t	o Disa	bling C	amag	e
U6) Mos	Damaged Area	1				(U7)	Most H	armful	Event								_
2 - Fro	nt Crash Actions					13 -	Contrib	venie utina (	Sircums	tances	s - Veh	de					
- Follo	wing roadway	v				1 - N	lone									_	
U10) Se	quence of Event	s 1 Transnor				(U10)	Sequi	ance o	fEvent	52							
U10) Se	quence of Event	Is 3	•			(U10)	) Sequ	ence o	fEvent	s 4							-
ZDés	er Bioude	Dadaste	ino 🗌 License N	umber	ZAction	INo Li	icenze	Per	mitISte	te	licens	Class	End	orsem	ents F	lostrie	lion
	Last Known Op	erator	*	cannoca (	• Houve [	1.00	Su	pende	d M			51400					~1
RIVER	Last Name		First Name		M	DRIN * MI	/ER Ad	Idress				City			State	Zip	
Citation	Number Pend	ling				Viola	tion 1					Violatio	on 2				_
OWNER	Last Name (skip	p if same a	s Driver) First Nam	ne	MI	OWN	IER A	idress				City			State	Zip	_
D1) Driv	er Distracted By	ſ				(D2)	Condi	ion at	Time of	Crash	1						
1 - Not	Distracted					1-1	Appar	ently	Norma	ı							_
(D3) Driv	er Actions at Tir	me of Crasi	h 1			(D3)	Driver	Action	is at Tir	ne of C	Crash 2						
Alcohol	Test 🔽 ath 🗍 Uring	Test Not Gi	ven Test Re Other Chemical Te	fused st (Not Field	Blood Sobriety or PE		lcohol	Test R	lesult P	ending	A	cohol I	BAC R	esult			
Drug Te	st 🔽 Urin	Test Not Gi	iven Test Re Other	fused	Blood	Drug	g Test	Result	Ľ	Posit	tive	Ne	gative	C	Pendi	ng	
(D4) No	n Motorist Locati	ion at Time	of Crash			(D5)	Non M	lotoris	Action	Prior	to Cras	sh					
(D6) No	n Motorist Action	n at Time o	f Crash 1			(D6)	Non N	Notoris	t Action	at Tin	ne of C	rash 2					_
(D7) Pe	destrian Maneuv	vers				(D8)	) Bicyc	íst Ma	neuven	5							
PI	ERSON TYPE 1-D	river, 2-Pasa	enger, 3-Pedestrian,	6-Driver/0	wner, 7-Bicy	cle, 8-P	asseng	er/Own	or, 24-La	ist Kno	wn Ope	rator 25	-Last K	nown O	perator	Owner	_
SEAT RO	W SEAT POSIT	ION SEAT P	POSITION OTHER	AIRBAG DE	PLOYED R	STRAIN	T SYST	M		INJUR 1-Amp	Y TYPE	IN.	URY AR	EA	NJURY ( 1-Fatal	DEGREE	
2-Second 3-Third R	Row 2-Middle	2-Other 3- Upp	r Enclosed Cargo Area Inclosed Cargo Area	2-Not Deplo 3-Deployed	- Front 3-	None Us Shoulder	ed - Mote	v Vehick Beit Us	e Occupa ed	12-Slee 3-Brok	ding xen Bone	24	lead leck		2-Incaper 3-NonInc	sitating apacitati	ng
4-Fourth 5-Other F	Row 4-Other Row 5-Unknown	4-Traili 5-Ridin	ng Unit g on Motor Vehicle Ext	4-Deployed 5-Deployed	- Side 4- - Other 5-	Shoulder Lep Belt	Belt Oni Only Use	y Used		4-Bum 5-Con	cussion	48	Back Arm(s)		4-Possible 5-No Inju	e injury ry	-
6-Unkno	wn	(non-tri 6- Unic	alling unit) nown	(knee, air bi 6-Deployed	· 7.	Restrain Child Re	straint - I	Other Forward	Facing	6-Sho 7-Dizz	ck iness	64 74	Leg(s) Chest St	mach	NJURY	NFO SC	URC
EJECTE 1-Not Ele	D HELM acted 1-DOT	ET USE I-Compliant M	otorcycle Heimet	7-Deployme	ant - Ourtain g	Child Re Child Re	straint - I straint - I	Rear Fac Used Inc	ang orrecity	9-Con 10-Con	secretoru splaint of	Pain 9-1	Entire Bo	dy	2-Individ	ual State	ment
3-Ejecte	d Totally 3-No1	er Helmet Helmet			1	1-Child F	testraint	Other		1000		10	or a rat		Observal	ion	
Parson la	nclude Driver, Passer	igera, Bicyclist	and Pedestrians	Sec		Seat	Ser	Seat	Ar Beo		Restraint	Helmet	Injury	Iniury	Itiury	nee code	Am
Type L	ast Name, First Nam	ie, Mi		(M,F,U)	DOB	Pos Row	Pos	Pos (	Deployed	Elected.	System	Use	Degree	Туре	Area	Source	Cox
6 .				FI	2/14/71	1	1		2	1	3		5			1	1
				+					-	-					-		_
																	_
-				+							-						_

Init ID	MIN	112 01	Lionnon	Aoto	Sin	te la la	1) Ueit 1	Type				UN	II PA	GE
2 HR Run?	1FAFP55SOYG1904	9B	*	10/0	M	E 1.	Passe	nger	Car					
No Insurance NAIC	C Insurance C	ompany Nan	ne				Insu	rance F	Policy N	lumber				
U2) Vehicle Make				Vehic	e Year		(U3) V	shicle (	Color					
8 - FORD				2000	DerG	CIMP	1 - Bla	ick						_
D-4) A GUIDE COUNTINAN	011			0	10,00	0 lbs.	0	10,0	01 - 26	,000 lbs	. E	> than	26,000	bs.
/ehicle Has 9 or More 3	Seals ? HAZMA	T Placarded	? [2]No	Vehic	le Trav	el Dire	CEON	-N	orthbou	und INot or	Road	Southbo	und	
U5) Special Function V	/ehide		ernot Vehicle	Emer	gency	Vehick	a Respo	onding	to Sce	ne?		auy [	JORKIN	wn
L - No Special Funct	ion											res [	No	
	No Damage Observed	Minor	Damage	(	Fun	ctional	Damaç	)e	Ø	Towed	Due to	Disabling	g Damag	je
U6) Most Damaged Ar 3 - Rear Driver Quar	ea ter Panel			(U7) /	Most H	armful Vehi	Event de in 1	Transc	ort					
U8) Pre Crash Actions				(U9) (	Contrib	uting (	Circums	tances	- Vehi	cle				-
L6 - Skidding	ale 1			1 - N	Securit	0000 0	Evant	. 2	_					
21 - Motor Vehicle I	n Transport			(010)	obqu	ance o	revenu					_		
U10) Sequence of Eve	nts 3			(U10)	Sequ	ence o	fEvent	84						
Driver Bicycle	Pedestrian Licen	se Number	Active	No Li	cense	Per	mit Sta	te	icense	Class	Endor	sements	Restric	tion
Last Known C	perator First Nar	10.9	M	IDRIV	Su:	pende	d M		C	City	I	Ste	10 70	-
*	1 100140			* MI	*	0000						010	ю	
Citation Number Per	nding			Viola	tion 1					Violatio	n 2			
OWNER Last Name (s	kip if same as Driver) First	Name	MI	OWN	IER A	idress				City		Sta	e Zip	,
* (D1) Driver Distracted !	3v			* M	E* Condi	tion at	Time of	Crash						_
1 - Not Distracted	-,			1-1	ppar	ently	Norma	I						
(D3) Driver Actions at 9 - Drove Too Fast I	Firme of Crash 1 For Conditions			(D3)	Driver	Action	is at Tir	ne of C	trash 2					
Alcohol Test	Test Not Given Tes	t Refused	Blood	DA	Icohol	Test R	tesult P	ending	AJ	cohol B	AC Re	sult		-
Drug Test	Test Not Given Tes	al Test (Not Fie It Refused	Id Sobriety or P8	Druc	Test	Result	-	70.0				(7)e	-	
	ne Other			-			L	Posi	946	L Neg	auve	[]Pen	ding	
(D4) Non Motorist Loci	ttion at time of Grash			(05)	NON N	Aotons	t Action	Phor	to Cras	n				
(D6) Non Motorist Acti	on al Time of Crash 1			(D6)	Non N	Aotoris	t Action	at Tin	ne of C	rash 2				
(D7) Pedestrian Mane	uvers			(D8)	Bicyc	list Ma	neuven	3						
DEDOON TYPE 4	Debus & Desseases & Dades	Man & Dúnaci	Ounce 7 Disc			-	ar 24 La	et Vor		ator 25.1	net Voc	nun Ocased		
SEAT ROW SEAT POS	TION SEAT POSITION OTHER	AIRBAG D	EPLOYED R	ESTRAIN	T SYST	EM	u, 24-24	NJUR	YTYPE	INJU	RY ARE	A INJUR	Y DEGREI	
1-Front Row 1-Left (driv 2-Second Row 2-Middle 2 Third Park 2-Diable	er) 1-Steeper Section of Cab 2-Other Enclosed Cargo /	(truck)1-Not App Vrea 2-Not Dep 3-Declove	loyed 2.	Not Appli None Us	cable ed - Moto	v Vehick	Occuper	2-Slee 3-Brok	ding an Bones	2-Hi 3-Ni	koe Nadi Nik	2-Ince 3-Non	pacitating	
4-Fourth Row 4-Other 5-Other Row 5-Unknow	4-Trailing Unit 5-Riding on Motor Wehicle	4-Deploye	d-Side 4- d-Other 5-	Shoulder Leo Belt	Belt Oni	y Used	~	4-Burn 5-Con	6 Sussion	4-Bi 5-Ar	nck m(s)	4-Pos 5-No1	sible Injury	
6-Unknown	(non-trailing unit) 8- Unknown	(knee, air 6-Deploye	belt) 8- d - 7-	Restraint Child Re	Used - 0 straint - F	Other Forward I	Facing	6-Sho 7-Dizz	ik iness	6Le 7-Ci	g(s) hest Storr	ach INUUS	Y INFO SO	JURCI
EJECTED HEL 1-Not Ejected 1.0	MET USE DT-Controllant Matazzaria Haimat	Combinat 7-Deployn	ion 8- nent - Curtain 9.	Child Re Child Re	straint - R straint - N	Rear Fac Used Inc	ing	8-Abril 9-Com	plaint of	ses 8-in Pain 9-Er	ternal ntire Body	1-Offi 2-Indi	er Observa	ment
2-Ejected Partially 2-0 3-Ejected Totally 3-N	lber Helmet o Helmet		1	Booster	Seat testraint	- Other		10-08	101	10-0	Other	3-Mec Obset	ical, Paras vation	nedica
				Fred		P						AMB CODES	- ses cod	o shee
Person Include Oriver, Pass Type Lest Name, Flort No.	ingers, bicyclist, and Pedesahans ime, Mi	Sex (M,F.U)	DCB	Pos	Seat Pos	Pos (	Air Beg Seployed	Ejected	Restraint System	Use D	njury I legree	njury Injury Type Area	Inj Info Source	Ami Cod
6 *		F	03/27/53	1	1		2	1	3		5		2	1
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1 1						1	L				1		1	

EIDST DACE

E0100700	12H-03523		9/22/2	2012	19:46	9/22/20	COLDERC	19:46	
ity or Town Iampden	Street US H	or Highway WY 202			RD, US HWY 2	02	COLDBRO		ff Ro
irection FROM Nearest Int	ersection to Crash Site	Distanc	ce From Ne	arest Inter.	Latitude 44 754270		Longilude -68.839	e 410	
At Intersection North	South East	West Angewood No	ode   Dis	tance to Sce	ene Posted Speed	Limit [	Unknown	Not Po	sted 2
ode 1 No	ode 2	Weasurennenn im	M	0x5 Tent	hs Miles 35:	Hour	NVA	Not Po	sted 4
F1) Type of Crash			(F)	2) Type of L	ocation				
- Intersection Movem	ent		4	- Four Leg	Intersection				
F3) Weather Condition			4	4) Light Con - Dark - Lie	anon				
ES Road Grade			(F	8) Road Sur	face Condition				
L - Level			1	- Dry					
F7) Traffic Control Device			Ti	affic Contro	Device Operation	al (pre-cras	h)?	Link	
L - Traffic Signals (Stop	& Go)			1.10	auge Theochold?	V Tea			
F8) Location of First Harm	ful Event		1	otal Damage	e over Threshold r	VYe	as 🗌	No	
1 - On Roadway	more Creditionment 1		VE	9) Contribut	ing Circumstances	- Environm	tent 2		
rs) Coninduing Circumsta 1 - None	anoss - Ermionment i		ľ	-,					
(F10) Contribution Circums	tances - Road 1		(7	10) Contrib	uting Circumstance	es -Road 2			
1 - None			1	- None					
In or Near a Construction,	Maintenance, or Utility V	Vork Zone?	V	Vork Zone V	Vorkers Present?	TYes	No	Unk	
(E11) Location of the Cred	related to Work Zone	<b>№</b> 100	JUNK	F12) Type o	f Work Zone	L1:00			
the country are class					Delotod2				
Law Enforcement Present	at Work Zone?	Vehicle Only		Yes, Dir	ectly Involved	Yes, Indire	ectly Involve	ed VN	0
				RASH DIA	GRAM				
202 to go north. Unit t Coldbrook road going had the right of way a two.	wo was traveling WE straight. The light tu nd unit one turned in	B from lower rned green, un to the path of	nit two f unit			1 () t	ł		
202 to go north. Unit t Coldbrook road going had the right of way a two.	wo was traveling WE straight. The light tu nd unit one turned in	s from lower rned green, u to the path of	nit two f unit			1 () I			
202 to go north. Unit t Coldbrook road going had the right of way a two.	wo was traveling WE straight. The light tu nd unit one turned in	8 from lower rned green, u to the path of	nit two f unit		()				
202 to go north. Unit t Coldbrook road going had the right of way a two.	wo was traveling WE straight. The light tu nd unit one turned in	3 from lower rned green, u ito the path of	nit two f unit		()				
202 to go north. Unit t Coldbrook road going had the right of way a two.	wo was traveling WE straight. The light tu nd unit one turned in	8 from lower rned green, u to the path of	nit two f unit		(i				
202 to go north. Unit t Coldbrook road going had the right of way a two.	wo was traveling WE straight. The light tu nd unit one turned in	B from lower rned green, un to the path of	nit two f unit		Vi Brada 201				
202 to go north. Unit t Coldbrook road going had the right of way a two.	wo was traveling WE straight. The light tu nd unit one turned in	8 from lower rned green, u to the path of	nit two f unit		Uil Roda 201				
202 to go north. Unit t Coldbrook road going had the right of way a two.	wo was traveling WE straight. The light tu nd unit one turned in First	8 from lower rned green, u to the path of	nit two f unit Mi	Address	UKI Rede 201	City			
202 to go north. Unit t Coldbrook road going had the right of way a two. Witness Last Name Witness Last Name	wo was traveling WE straight. The light tu nd unit one turned in First	B from lower rned green, un to the path of	nit two f unit MI MI	Address Address	Vi Brada 201	City		State State	
202 to go north. Unit t Coldbrook road going had the right of way a two. Witness Last Name Witness Last Name Non Vehicle Property D	wo was traveling WE straight. The light turn nd unit one turned in First First amage Description	B from lower rned green, un to the path of	nit two f unit MI MI	Address Address	UK Rede 201	City City te Cit	y or Town	State State Utilities	
202 to go north. Unit t Coldbrook road going had the right of way a two. Witness Last Name Witness Last Name Non Vehicle Property D Property Owner Name	wo was traveling WE straight. The light tui nd unit one turned in First First amage Description	B from lower rned green, un to the path of	mit two f unit Mi Mi	Address Address Address	UE Reds 207	City City City te City	y or Town	State State State State State State	
202 to go north. Unit t Coldbrook road going had the right of way a two. Witness Last Name Witness Last Name Non Vehicle Property D Property Owner Name Non Vehicle Property D	wo was traveling WE straight. The light tui nd unit one turned in First First amage Description	B from lower rned green, un to the path of	nit two f unit MI MI	Address Address Address	UI Bruda 202	City City City te City te City	y or Town	State Utilities State Utilities	
202 to go north. Unit t Coldbrook road going had the right of way a two. Witness Last Name Witness Last Name Non Vehicle Property D Property Owner Name Non Vehicle Property D	wo was traveling WE straight. The light tui nd unit one turned in First First amage Description	B from lower rned green, un to the path of	mit two f unit MI MI	Address Address Address Address		City City City te City te City City	y or Town	State Utilities State State State State State State State State	
202 to go north. Unit t Coldbrook road going had the right of way a two. Witness Last Name Witness Last Name Non Vehicle Property D Property Owner Name Non Vehicle Property D Property Owner Name Reporting Officer	wo was traveling WE straight. The light tui nd unit one turned in First amage Description	Badge#	MI MI MI	Address Address Address Address	UIL Reade 202	City City City te City te City	y or Town	State Utilities State State Acorovect Acorovect	

Last Modified: 9/23/2012 01:32

UNITID THE IV	'EN		License	Plata	0	late la	HILL	a Tuno					UN	II P	AG
1 Hit Run? 1	G1AK15F177382132	2	*	1919	0	ME 1	L - Pas	senge	er Car						
No Insurance NAIC	Insurance Com *	pany Na	me				ins *	surance	e Polic	y Num	ber				-
(U2) Vehicle Make				Vehi	ide Ye	ar	1(U3)	Vehicl	e Colo	r					
11 - CHEVROLET				200	7		14 -	Whit	e						
(04) venice Conspiration				GW	NR or (	GCWR 00 lbs			001 -	28.000	lbe		ihan	20.00	
Vehicle Has 9 or More Seats	? HAZMAT	Placardeo	1?	Veh	icle Tra	avel Di	rection		North	bound	aza.		utan	20,000	0 10
Ves	3 [✓]No	Ye	\$ <b>∕</b> No	1	Eastb	ound	0w	festbou	und	No	t on Ro	edway	V [	Unk	now
<ol> <li>Special Function Vehicle</li> <li>No Special Function</li> </ol>	9	Ex	empt Vehick	Eme	argenc	y Vehic	de Res	pondir	g to S	cene ?	ſ	Var		7	
Extent of Damage No (	Damage Observed	Mino	Camage	-	DEu	nction	al Dem	909	6	ZiTaw	ad Due	to Die	abling		
(U6) Most Damaged Area			- annaga	10.171	Most	Hamf	d Evan	490	c	21.04	00 000	to Dia	sabiing	Dam	age
5 - Rear Passenger Come	er			13	- Moto	or Veh	icle in	Tran	sport						
(U8) Pre Crash Actions				(U9)	Contr	buting	Circun	nslanc	es - Ve	ehidle					-
(U10) Sequence of Events 1				1-	None <sup>M</sup> Sea	10/200	of Eup	200							_
21 - Motor Vehicle In Tra	nsport			101	0) 004	USING	01 2 481	152							
(U10) Sequence of Events 3				(U10	0) Seq	uence	of Ever	nts 4							-
Driver Bicycle	Pedestrian License	Number	Active	No	Licens		ermitls	tate	Licen	se Cla	ss Fo	dorser	nente	Rest	inti
Last Known Operato	× *			1.10	S	spend	ed N	1E	C		0		101115	0	1000
KIVER Last Name	First Name		M		VER A	ddress	8			City			Stat	e Z	lip
Citation Number Pending				Viol	ation 1					Viola	tion 2				-
OWNER Last Name (skip if s	ame as Driver) First Na	me	MI	OW	NEQ A	ddroos				Ciby			01-1		
*			mi	* M	E*	W11695	5			City			State	a z	ip.
(D1) Driver Distracted By				(D2	) Cond	ition at	Time	of Cras	sh						-
(D3) Driver Actions at Time of	f Crash 1			1-	Appa	rentiy	Norm	ial ime of	Crach	2					
3 - Failed to Yield Right-	of-Way			100	/ Dave	170.00	to en 1	ine or	Clash	2					
Alcohol Test	Not Given Test R	efused	Blood	5	Alcoho	Test	Result	Pendin	0	Alcohol	BACE	Result	_		
Drug Test Test	Not Given Test R	est (Not Fie efused	Blooc	Dou	n Test	Resul	1 .								_
Urine	Other				9.1001	Teastar	. (	Pos	sitive		egative		Pend	ling	
(D4) Non Motorist Location a	t Time of Crash			(D5	) Non 1	Motoria	st Actio	n Prior	r to Cra	ash					-
(D6) Non Motorist Action at T	Time of Crash 1			(D6	) Non	Motoris	st Actio	n at Ti	me of	Crash	2				_
(D.D. )				100				ar fi		Jaan					
(D7) Pedestrian Maneuvers				(D8	) Bicyc	list Ma	aneuve	rs							
PERSON TYPE 1-Driver,	2-Passenger, 3-Pedestrian	, 6-Driven	Owner, 7-Bicy	cle, 8-F	Passen;	en/Own	er, 24-L	ast Kno	own Op	erator 2	5-Last K	ingan (	Operato	/Dune	r
SEAT ROW SEAT POSITION	SEAT POSITION OTHER	AIRBAG D	EPLOYED RE	STRAN	T SYST	EM		INJU	RY TYPE	B	UURY A	ÆA	INJURY	DEGRE	E
2-Second Row 2-Middle 3-Third Row 3-Right	2-Other Enclosed Cargo Area 3- Unenclosed Cargo Area	2-Not Depl 3-Deployer	oyed 2.	None Us	ed - Mol	or Vehicle	e Occupa	ant 2-Blo	oding American	2	Head		2-Incapi	olating	
4-Fourth Row 4-Other 5-Other Row 5-Unknown	4-Trailing Unit 5-Riding on Motor Vehicle For	4-Deploye	-Side 4-	Shoulde	DeltOn	ly Used	60	4-Bur	ns	4	Back		4-Possil	ole Injury	ting
6-Unknown	(non-trailing unit)	(mee, air t	xelt) 64	Restrain	Used -	Other		6-Shc	xck	6	Log(s)		o-No Inj	ury	
EJECTED HELMET US	E	Combinatio	an Bi	Child Re	istraint -	Rear Fac	racing	8-Ab	aness asion/On	ulses 8	-Chest St Internal	omach	INJURY 1-Office	INFO S	OUR
2-Ejected Partially 3-Ejected Totally 2-Other Helm	prant Motorcycle Heimet net	- och olu	10	Booste	r Seat	Used inc	arrectly	10-0	inplaint o ther	Pain 9	Entire Bo 0-Other	xdy	2-Individ 3-Medic	kusi Stati ol, Paran	erner
3-No Helmet			11	-Child F	Costraint	- Other							Observe	tion	
Person Include Driver, Passengers, B	Scyclist, and Pedestrians	Sex	000	Seat	Seet	Seat	Air Bao	-	Restroic	Heimet	lokery	Inkey	Inter-	See cod	in sh
Type Last Name, First Name, Mi		(M,F,U)	0.0	Pos Row	Pos	Other 0	Deployed	Elected	System	Use	Degree	Type	Area	Source	Co
1 *		F	05/08/89	1	1		2	1	3		5			2	1
									-	-		-	-		-
		+													
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										-					

1211-03525	UNI		L UN	State	10100	Linit	ine					INIT	PAG	iΕ
2 Hit Run?	JF1SG63607H741435	*	1800	ME	1-1	Passe	nger (	Car						
No Insurance NAIC	Insurance Company	/ Name				Insur	ance P	olicy Nur	mber					
U2) Vehide Make	· ·		Vehicle	Year	10	U3) Ve	hide 0	olor						-
5 - SUBARU			2007		Ē	B - Gre	y, Silv	/er						
U4)Vehide Configuration			GVWR	or GCV 0,000 I	VR bs.	C	]10,00	1 - 26,0	00 lbs	. [	]> tł	an 26	,000 lb	s.
/ehicle Has 9 or More Seal	s? HAZMAT Place	arded ? Yes <b>V</b> No	Vehicle	Travel stbound	Direc d	lion ∕]Wes	L No tbound	xthboun	d Not or	Road	]Sout Iway	hboun	d Jakaov	m
U5) Special Function Vehic L - No Special Function	1e [	Exempt Vehicle	Emerge	ncy Ve	hide	Respo	nding	o Scene	?		Yes		No	
Extent of Damage	Damage Observed	Minor Damage		Functi	onal (	Damag	e	₽то	owed	Due to	Disat	bling C	amage	
U6) Most Damaged Area			(U7) Ma	ost Han	miul E <b>/ehic</b> i	Event le in T	ranso	ort						
U8) Pre Crash Actions			(U9) Co	ntributi	ing C	ircums	tances	- Vehick	e					-
1 - Following roadway			1 - No	ne	_									
U10) Sequence of Events	1		(U10) S	Sequen	ce of	Events	52							
(U10) Sequence of Events	3		(U10) S	Sequen	ce of	Events	; 4							-
() (					_					10.1				
Driver Bicycle	Pedestrian License Nun	nber [2] Active [	No Lio	Suspe	JPerr endec	nit Sta 1 ME	te	license ( C	lass	O	orseme	ents F	estricti	ons
DRIVER Last Name	First Name	м	DRIVE	R Addr	ress			C	lity			State	Zip	
Citation Number Pendin	9		Violatio	on 1				Vi	olatio	n 2				
OWNER Last Name (skip i	f same as Driver) First Name	MI	OWNE	R Add	ress			Ci	ity			State	Zip	-
(D1) Driver Distantian Pro			* ME	opdilio	n at 1	lime of	Crash							_
1 - Not Distracted by			1 - A	paren	ntly M	Vorma	1							
(D3) Driver Actions at Time	e of Crash 1		(D3) D	river A	dions	s at Tin	ne of C	rash 2						
1 - No Contributing Ac	tion		-					Alex	abol P	AC P	Rsult			
Breath Urine	Other Chemical Test	Not Field Sobriety or P	BT	ohol Te	est Re	esult P	ending			NO IN	500M			
Drug Test	st Not Given Test Refu Other	sed Bloo	d Drug	Test Re	esulit	E	]Posit	ive [	Neç	jative		Pendi	ng	
(D4) Non Motorist Locatio	n at Time of Crash		(D5) N	ion Mo	torist	Action	Prior	o Crash						
(D6) Non Motorist Action a	at Time of Crash 1		(D6) N	Non Mo	lanot	Action	at Tin	ne of Cra	ish 2					_
(D7) Pedestrian Maneuve	rs		(D8) I	Bicyclis	st Mar	neuver	5							-
PERSON TYPE 1-Driv	er, 2-Passenger, 3-Pedestrian, 6-	Driver/Owner, 7-Bio	ycle, 8-Par	seenger	Owne	×, 24-Li	ast Kno	wn Operal	tor 25-	Last Kr	nown O	perator	Owner	-
SEAT ROW SEAT POSITIO	N SEAT POSITION OTHER AL	REAG DEPLOYED	ESTRAINT	SYSTEM	1		INJUR	TYPE	INJ 1.E	URY AR	EA	NURY	DEGREE	
1-Front Row 1-Left (driver) 2-Second Row 2-Middle	1-Steeper Section of Ceb (truck) <sup>1</sup> 2-Other Enclosed Cargo Area 2-	Not Deployed	None Used	- Motor \	Vohicle	Occupa	2-Bieo	ding an Bonne	24	ead	1	2-Incapa	itating	
3-Third Row 3-Right 4-Fourth Row 4-Other	3- Unenclosed Cargo Area 3- 4-Trailing Unit 4-	Deployed - Side	-shoulder B	alt Only I	Used	9	4-Burn	6 Sussion	4-B	ack m(s)		4-Possib	e Injury	4
5-Other Row 5-Unknown 6-Unknown	5-Riding on Motor Vehicle Ext 5- (non-trailing unit) (R	neo, air belt) (	-Lep Belt O 5-Restraint U	lsed - Ot	her		6-Sho	k	64	eg(s)	week	ono inje	NEOCO	upe
EJECTED HE ME	6-Unknown 6- CUSE C	combination	-Child Rest 3-Child Rest	naint - For	oward F lar Faci	ing	8-Abra	sion'Bruise	15 8-1	vbannal	ATHEORY	1-Officer	Observa/	lon
1-Not Ejected 1-DOT-4 2-Ejected Partialy	Compliant Motorcycle Helmet 7-	Deployment - Curtain	9-Child Rest 10-Booster S	naint - Us Seat	ed Inco	orrectly	9-Con 10-Of	iptaint of Pi ter	an 9-E 10-	Other	dy	2-Individ 3-Medica	ial Stater	nent sdice
3-Ejected Totally 3-No He	Inet		11-Child Re	straint - C	Other						AMB	Observa	ion see code	eber
Parson Include Driver, Passeng	ers, Bicyclist, and Pedestrians	Sex	Seat	Seat 8	Seat	Air Bag	Elected	Restraint H	elmet.	Injury	Injury	hjury	inj into	Anti
Type Last Name, First Name	M	M,F,U) DOB	Row	Pos c	Other C	eployed	clocage	System	Use I	Degree	Туре	Area	Source	Cod
6 *		M 05/27/77	1	1		2	1	3		5			2	1
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			+ +	-+	_	-	-				-	-		-
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#### 2013-3151

### STATE OF MAINE CRASH REPORT

### FIRST PAGE

	1.51	H-00157		1/	17/2013	12:00	1/17/2	2013	12:04	
Hampden		Stree US I	N or Highway	y		RD, US HWY	100K RD	, COLDBR	OOK	Off Ro
Direction FROM Neares	t Intersection to ( lorth	Crash Site	West Dis	stance Fro	m Nearest Inter Feet Mile	Latitude s 44.754270		Longitud	de 9410	
Node 1 39612	Node 2 0		Measuremen	nt Node	Distance to S	cene Posted Spee	d Limit	Unknown	RNO	t Posted 2
(F1) Type of Crash	omout				(F2) Type of	Location				
(F3) Weather Condition	ement				4 - Four Le	g Intersection				
1 - Clear					1 - Dayligh	t				
(F5) Road Grade					(F6) Read St	urface Condition				
(F7) Traffic Control Devi	ce				1 - Dry	ol Device Operation	al Inna.cras	-512		
1 - Traffic Signals (S	top & Go)				Traine Condy	or Device Operation	V Yes	No	Du	nk
(F8) Location of First Ha 1 - On Roadway	irmful Event				Total Damag	e over Threshold?	<b>⊘</b> Ye	es 🗆	No	
(F9) Contributing Circun 3 - Physical Obstruct	nstances - Enviro	nment 1			(F9) Contribu	ting Circumstance:	s - Environn	nent 2		
(F10) Contributing Circu	imstances - Road	11			(E10) Contril	huling Circumstance	es -Road 2			
1 - None					(	and a contraction				
In or Near a Constructio	n, Maintenance,	or Utility V	lork Zone? ✓No	Unk	Work Zone V	Norkers Present?	Yes	No		Ink
(F11) Location of the Cr	ash related to W	ork Zone			(F12) Type o	of Work Zone				
Law Enforcement Prese	ent at Work Zone	?	Vahiala Oct		School Bus	Related?	N			
	nt Erawich	lorcement	venicie Uniy		Yes, Di	rectly involved	Yes, Indire	ectry Involve	a 🔽	No
Unit 2 was traveling vehicle in the left lai Coldbrook Road. Uni light. The light turne proceed through the	north on Rout ne to prepare t it 2 operator w ed green and u e intersection a	through te 202 an to make a vas forceo nit 2 ope and was s	the interse d positione left turn o i to stop fo rator began truck by U	ection. ed the on to or the red n to nit 1.		College Read			) http://	
Unit 2 was traveling vehicle in the left lar Coldbrook Road. Uni light. The light turne proceed through the	north on Rout ne to prepare t it 2 operator w ed green and u e intersection a	I through te 202 an to make a vas forced init 2 ope and was s	the interse d positione left turn o i to stop fo rator began truck by U	ection. ed the on to or the red n to nit 1.						
Unit 2 was traveling vehicle in the left lar Coldbrook Road. Uni light. The light turne proceed through the	north on Rout ne to prepare t it 2 operator w ed green and u e intersection a	First	the interse d positione left turn o i to stop fo rator began truck by U	ection. ed the on to or the red n to nit 1.	Address				State	Zit
Unit 2 was traveling vehicle in the left lan Coldbrook Road. Uni light. The light turne proceed through the Witness Last Name Witness Last Name	north on Rout ne to prepare t it 2 operator w d green and u e intersection a	First	the interse d positione left turn o i to stop fo rator began truck by U	MI	Address				State	Zip
Unit 2 was traveling vehicle in the left lan Coldbrook Road. Uni light. The light turne proceed through the Witness Last Name Witness Last Name Non Vehicle Property D	north on Rout ne to prepare t it 2 operator w d green and u e intersection a	First First	the interse d positione left turn o i to stop fo rator bega truck by U	MI	Address Address	Contract Read			State	Zir Zir
Unit 2 was traveling vehicle in the left lan Coldbrook Road. Uni light. The light turne proceed through the Witness Last Name Witness Last Name Non Vehicle Property D Property Owner Name	north on Rout ne to prepare t it 2 operator w ed green and u e intersection a	First First	the interse d positione left turn o i to stop fo rator bega truck by U	MI	Address Address Address	Contrage Read	City City City City	or Town	State Utilities	Zip Zip IPriva Zip
Unit 2 was traveling vehicle in the left lan Coldbrook Road. Unit light. The light turne proceed through the Witness Last Name Witness Last Name Non Vehicle Property D Property Owner Name Non Vehicle Property D	Damage Descript	First First	the interse d positione left turn o i to stop fo rator bega truck by U	MI	Address Address Address	Compage Read	City City City City	or Town [	State Utilities	Zir Zir Priv Zir S Priv
Unit 2 was traveling vehicle in the left lan Coldbrook Road. Unit light. The light turne proceed through the witness Last Name Witness Last Name Non Vehicle Property D Property Owner Name Non Vehicle Property D Property Owner Name	Damage Descript	First First	the interse d positione left turn o i to stop fo rator bega truck by U	MI	Address Address Address Address	Compage Read	City City City City	or Town (	State Utilities State Utilities State	Zip Zip Priva Zip S Priva Zip

Last Modified: 2/7/2013 11:13

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	Hit Run?	1GCHG35K	981230474		License P	late	Stat	e (U1	) Unit T Cargo	Van (	10K I	bs or I	ess)				
This insura	NAIC	Ins	urance Comp	any Name	,		1		Insur	ance P	olicy N	lumber	,				-
Trap misura	1108	*				. Cablel	Masa		*	bielo (	Color						_
1 - CHEVE	Nake					2008	e rear		10 - R	ed	20101						
J4)Vehicle	Configuration					GWW	R or GO	WR						-			_
						<	10,000	) lbs.	L	10,00	01 - 26	,000 lb	S.	> th	an 20	5,000 Ib	8.
ehicle Has	9 or More Sea	its? /es 🔽 No	HAZMAT PI	acarded ?	12 No	Vehic	e Trav asibou	el Dire	ction Wes	abound	orthboi	ind Not o	n Road	South	bour	id Unkner	
J5) Special	Function Veh	ide			not Vehicle	Emerg	ency \	/ehicle	Respo	nding	to Sce	10?				oniono	
- No Spe	cial Function	1			npr remee						_			Yes		No	_
extent of Da	mage N	o Damage Ob	served	Minor D	Damage	[	Fund	tional	Damag	e		Towed	Due to	Disab	ling (	Damag	8
U6) Most D	amaged Area					(U7) I	Aost Ha	armful	Event								-
1 - Front	Driver Corn	er				13 -	Motor	Vehic	de in T	ransp	ort	el e					_
J8) Pre Cra	ish Actions					(U9) 0 1 - N	one	uting C	arcums	Lances	- ven	cie					
U10) Seque	ance of Events	1			· · · · · · · · · · · · · · · · · · ·	(U10)	Seque	nce of	Events	2							-
21 - Motor	Vehicle In	Fransport															
U10) Seque	ence of Events	3 3				(U10)	Seque	ence of	fEvent	54							
Driver	Bicycle 🗌	Pedestrian	License N	lumber	Active	No Li	cense	Per	mit Sta	te It	icense	Class	End	orseme	nts I	Restrict	ion
La	st Known Ope	rator	*			1	Sus	pende	d ME								
DRIVER La	st Name		First Name		M	DRIV * ME	ER Ad	dress				City			State	Zip	
Citation Nu	nber Pendi	ng				Viola	tion 1				1	Violatio	m 2		-		
2497706						29-4	-205	7-1C1				A				-	
WNER La	st Name (skip	if same as Dr	wer) First Nan	ne	MI	* MI	IER Ac	dress				City			state	Zip	
(D1) Driver	Distracted By					(D2)	Condit	ion at	Time of	Crash	1						-
1 - Not Di	stracted					1-1	ppan	ently I	Norma	4							_
(D3) Driver	Actions at Tin	ne of Crash 1				(D3)	Driver	Action	s at Tir	ne of C	irash 2						
4 - Ran Ro Alcohol Tes	t ZT	est Not Given	Test Re	fused	Blood	6.					A	cohol E	3AC R	esult			
Breath	Urine	Othe	r Chemical Te	st (Not Field	Sobriety or PB		Iconol	I est K	esuit P	enaing							_
Drug Test		est Not Given	Test Re	fused	Blood	Drug	Test I	Result	C	Posit	ive	Ne	gative		endi	ing	
(D4) Non N	lotorist Locatio	on at Time of C	Crash			(D5)	Non M	totorist	t Action	Prior	lo Cras	h					
																	_
(D6) Non M	lotorist Action	at Time of Cra	ash 1			(D6)	Non N	lotoris	1 Action	at Tin	ne of C	rash 2					
(D7) Pedes	trian Maneuv	ers				(D8)	Bicyc	ist Mar	neuven	3							
						1											
PERS	SON TYPE 1-Dr	iver, 2-Passeng	er, 3-Pedestrian	, 6-Driver/C	Owner, 7-Bicy	de, 8-P	asseng	en'Owne	er, 24-La	ast Know	wn Ope	nator 25	Last K	nown Op	erator	Owner	
SEAT ROW 1-Front Row	SEAT POSITI 1-Left (driver)	ON SEAT POSI 1-Sleeper St	non of HER action of Cab (Irud	1-Not Appli	cable 1-	Not Appli	cable	-		1-Amp	utation	1.5	ace	1.	Fatal	citation	
2-Second Ro 3-Third Row	w 2-Middle 3-Right	2-Other End 3- Unenclos	losed Cargo Area ed Cargo Area	3-Deployed	- Front 3.	None Us Shoulder	and Lop	Belt Use	s Occupa sd	3-Brok	en Bone	34	Jock.	3	Nonine	apacitati	0
4-Fourth Roy 5-Other Row	4-Other 5-Unknown	4-Trailing Ur 5-Riding on	nit. Motor Vehicle Ext	4-Deployed 5-Deployed	- 8100 4. 1-Other 5.	Shoulder Lap Belt	Belt Onl Only Use	y Used id		5-Con	oussion	5.7	vm(s)	5	No Inju	inguny ing	
6-Unknown		(non-trailing 6- Linknown	unit)	(knee, air b 6-Deployed	olt) 6- 1- 7.	Restrain Child Re	Used - 0 strairt - 1	Wher lowerd I	Facing	6-Sho 7-Dizz	iness	64	.eg(s) Chest St	mach a	UURY	INFO SO	URC
EJECTED	HELM	ET USE		Combinatio	n s	Child Re	straint - H	tear Fac	ing	B-Abra 9-Com	sion/Enu plaint of	Pain 94	nternal Intice Bo	dy 1	Officer	Observation States	lon
2-Ejected Pa	rtially 2-Othe	<ul> <li>Compliant Motoro r Heimet</li> </ul>	ycae Hermet	, companying	1	Booste	Seat.	000	allocal g	10-01	her	10	Other	3	Medic	al, Param	idic
3-Ejected To	any 3NoP	lolmet.			1	-Crist F	hister	- Gener						AMBO	CES -	see code	she
Person Inclu	de Driver, Passen	gers, Bicyclist, and	Pedestrians	Sex	DOB	Seat Pos	Seat	Seat Pos	Air Bag	Ejected	Restraint	Helmet	Injury	Injury I	njury	inj info	An
Typo Last	Name, First Name	e, Mi		(M.)F,U)		Row	POS	Other	rebiolyed		ayaaan	040	Dallas	Type	-vea	Source	060
1 *				M	07/04/44	1	1		2	1	3		5			1	1
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															-		-
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Maine De	partment of	Public Safety				Dece	2					For	m 13:2	OA Rev	Inori	lanuar	1 24

2       Hit Run?       Hit Ru	,000 lbs. d Jinknown No karnage
No Insurance       NAIC       Insurance Company Name       Insurance Policy Number         Wehide Make       Vehide Year       (U3) Vehide Color         S5 - SUBARU       2001       S - Green         U3) Vehide Configuration       GWWR or GCWWR       S - Green           10,001 - 26,000 lbs.       > than 26,         /ehide Has 9 or More Seats ?       HAZMAT Placarded ?       Vehide Travel Direction       Northbound       Southbound         U5) Special Function       Yes       No       Case Shound       Wetsbound       Not on Roadway       L         U5) Special Function       Yes       No       Estempt Vehicle       Emergency Vehicle Responding to Scene ?       Yes       N         L - No Special Function       No Damage Observed       Minor Damage       Functional Damage       Towed Due to Disabiling Du         U8) Pre Crash Actions       U9 Pre Crash Actions       U9 Pre Crash Actions       U9 Pre Crash Actions       U9 Pre Crash Actions         2- Motor Vehicle In Transport       U10) Sequence of Events 1       2       Active       No License Permit State       Ucase Endorsements R         22 - Motor Vehicle In Transport       U10) Sequence of Events 2       Violation 2       Violation 2         U10) Sequence of Events 3       U10 Sequence of Events 3	,000 lbs. d Jnknowm No karnage
U2) Vehicle Make       Vehicle Year       U3) Vehicle Color         55 - SUBARU       2001       S - Green         U4) Vehicle Configuration       GWWR or GCWR       10,001 - 26,000 lbs.       > than 26,         /ehicle Has 9 or More Seats ?       HAZMAT Placarded ?       Vehicle Travel Direction       Nothbound       Southbourd         (25) Special Function       Yes       No       Yes       Vehicle Travel Direction       Nothbound       Southbourd         1 - No Special Function       Yes       No       Yes       Yes       No         Extent of Damage       No Damage Observed       Minor Damage       Functional Damage       Towed Due to Disabling	,000 lbs. d Jinknown No karnage
55 - SUBARU       2001       \$-Green         U4)Vehicle Configuration       GWUR or GCWR          (Active Configuration       (GWUR or GCWR)          (Active Configuration)       (Active Configuration)       (Active Configuration)          (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)          (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)          (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuration)       (Active Configuratio	,000 lbs. d Jinknowm No karnage
U4)Vehicle Configuration       GWVR or GCV/R       GVVR or GCV/R       > than 26,         /ehicle Has 9 or More Seats ?       HAZMAT Placarded ?       Vehicle Travel Direction       Northbound       Southbourn         U5) Special Function Vehicle       Exempt Vehicle       Emergency Vehicle Responding to Scene ?       No         L + NO Special Function       No Damage Observed       Minor Damage       Functional Damage       Towed Due to Disabiling D         U6) Most Damaged Area       (U7) Most Harmful Event       1       - Motor Vehicle in Transport         U8) Pre Crash Actions       (U9) Contributing Circumstances - Vehicle       1       - Motor Vehicle in Transport         U10) Sequence of Events 1       (U10) Sequence of Events 2       - More       - More         U10) Sequence of Events 3       (U10) Sequence of Events 2       - More         U10) Sequence of Events 3       (U10) Sequence of Events 2       - More         U10) Sequence of Events 3       (U10) Sequence of Events 4       - None         U10) Sequence of Events 3       (U10) Sequence of Events 2       - More         U10) Sequence of Events 3       (U10) Sequence of Events 4       - None         U10) Sequence of Events 4       - None       - None       - None         U10) Sequence of Events 3       (U10) Sequence of Events 2       - None	i,000 lbs. d Jinknowm No karnage
/ehicle Has 9 or More Seats ?       HAZMAT Placarded ?       Image: Construction of the second of the secon	d Unknown No Xamage
Yes       No       Yes       Yes       No       Eastbound       Westbound       Not on Roadway       U         US) Special Function       Exempl Vehide       Emergency Vehide Responding to Scene ?       No	Unknown No Xamage
U5) Special Function       Exempl Vehicle       Emergency Vehicle Responding to Scene ?       Yes       N         L • No Special Function       No Damage Observed       Minor Damage       If Functional Damage       Towed Due to Disabiling D         U6) Most Damaged Area       (U7) Most Harmful Event       13 - Motor Vehicle In Transport       U8) Pre Crash Actions       (U9) Contributing Circumstances - Vehicle       1         6 - Making left turn       1 - None       (U10) Sequence of Events 1       (U10) Sequence of Events 2       2         21 - Motor Vehicle In Transport       (U10) Sequence of Events 3       (U10) Sequence of Events 4         Image: Driver Bicycle Pedestrian       License Number       Noticense Permit State       License Class       Endorsements Rei         Image: Driver Bicycle Pedestrian       License Number       Noticenses Permit State       License Class       Endorsements Rei         Image: Driver Bicycle Pedestrian       License Number       Noticenses       City       State         Violation 1       Violation 1       Violation 2         ORIVER Last Name       First Name       MI       City       State         * ME*       Citation Number       Pending       Violation 1       Violation 2         OWNER Last Name (skip if same as Driver) First Name       MI       City       State	No Xamage
Extent of Damage       No Damage Observed       Minor Damage       Functional Damage       Towed Due to Disabiling D.         U06) Most Damaged Area       (U7) Most Harmful Event       13 - Motor Vehicle in Transport         U8) Pre Crash Actions       (U9) Contributing Circumstances - Vehicle       1 - None         U10) Sequence of Events 1       (U10) Sequence of Events 2       2 - Motor Vehicle In Transport         U10) Sequence of Events 1       (U10) Sequence of Events 2       2 - Motor Vehicle In Transport         U10) Sequence of Events 3       (U10) Sequence of Events 4         Image: Driver       Pedestrian       License Number       Active         Image: Last Known Operator       *       State       Endorsements         Image: Citation Number       Pending       Violation 1       Violation 2         CWNER Last Name       MI       ORIVER Address       City       State         *       ME*       Citation 1       Violation 2       Violation 2         CWNER Last Name (skip if same as Driver) First Name       MI       OWNER Address       City       State         *       ME*       (D2) Condition at Time of Crash 1       (D3) Driver Actions at Time of Crash 1       1 - Apparently Normal         (D3) Driver Actions at Time of Crash 1       (D3) Driver Actions at Time of Crash 2       1 - Apparen	)amage
U6) Most Damaged Area       (U7) Most Harmful Event         4 - Rear Passenger Quarter Panel       13 - Motor Vehicle in Transport         U8) Pre Crash Actions       (U9) Contributing Circumstances - Vehicle         5 - Making left turn       1 - None         U10) Sequence of Events 1       (U10) Sequence of Events 2         21 - Motor Vehicle In Transport       (U10) Sequence of Events 3         (U10) Sequence of Events 3       (U10) Sequence of Events 4         Image: Class Known Operator       License Number         PRIVER Last Name       First Name         MI       DRIVER Address         Citation Number       Pending         Violation 1       Violation 2         OWNER Last Name (skip if same as Driver) First Name       MI         PORVER Last Name (skip if same as Driver) First Name       MI         OWNER Last Name (skip if same as Driver) First Name       MI         OWNER Address       City         State       *         *       Image: Not Class at Time of Crash 1         1 - Not Distracted       Driver Actions at Time of Crash 1         1 - No Contributing Action       Test Refused         Breath       Utine         Other Chemical Test (wit Reid storiegy or Pending         Driver Actions at Time of Crash 1       Alcohol	
* - Kedr Passenger Quarter Parter       13 - Motor Vehicle in Transport         U8) Pre Crash Actions       (U9) Contributing Circumstances - Vehicle         5 - Making left turn       1 - None         U10) Sequence of Events 1       (U10) Sequence of Events 2         21 - Motor Vehicle In Transport       (U10) Sequence of Events 2         U10) Sequence of Events 3       (U10) Sequence of Events 4         Image: Construction of Events 3       (U10) Sequence of Events 4         Image: Construction of Events 3       (U10) Sequence of Events 4         Image: Construction of Events 3       (U10) Sequence of Events 4         Image: Construction of Events 3       (U10) Sequence of Events 4         Image: Construction of Events 4       Suspended ME         Image: Construction of Events 4       Suspended ME         Image: Construction Number       First Name         Image: Construction Number       First Name         Image: Construction Number       Pending         Image: Construction Number       Pending         Image: Construction Number       First Name         Image: Construction Number       Pending         Image: Construction Number       First Name         Image: Construction Number       Pending         Image: Construction Number       Pending         Image: C	
5 - Making left turn       1 - None         U10) Sequence of Events 1       (U10) Sequence of Events 2         21 - Motor Vehicle In Transport       (U10) Sequence of Events 2         U10) Sequence of Events 3       (U10) Sequence of Events 4         Image: Comparison of Events 3       (U10) Sequence of Events 4         Image: Comparison of Events 3       (U10) Sequence of Events 4         Image: Comparison of Events 3       (U10) Sequence of Events 4         Image: Comparison of Events 3       (U10) Sequence of Events 4         Image: Comparison of Events 3       (U10) Sequence of Events 4         Image: Comparison of Events 3       (U10) Sequence of Events 4         Image: Comparison of Events 3       (U10) Sequence of Events 4         Image: Comparison of Events 4       Image: Comparison of Events 4         Image: Comparison of Events 4       Image: Comparison of Events 4         Image: Comparison of Events 4       Image: Comparison of Events 4         Image: Comparison of Events 4       Image: Comparison of Events 4         Image: Comparison of Events 4       Image: Comparison of Events 4         Image: Comparison of Events 4       Image: Comparison of Events 4         Image: Comparison of Events 4       Image: Comparison of Events 4         Image: Comparison of Events 4       Image: Comparison of Events 4         Image: Com	
U10) Sequence of Events 1       (U10) Sequence of Events 2         21 - Motor Vehicle In Transport       (U10) Sequence of Events 2         U10) Sequence of Events 3       (U10) Sequence of Events 4         Image: Control of Events 3       (U10) Sequence of Events 4         Image: Control of Events 3       Image: Control of Events 4         Image: Control of Events 4       Image: Control of Events 4         Image: Control of Events 4       Image: Control of Events 4         Image: Control of Events 4       Image: Control of Events 4         Image: Control of Events 4       Image: Control of Events 4         Image: Control of Events 4       Image: Control of Events 4         Image: Control of Events 4       Image: Control of Events 4         Image: Control of Events 4       Image: Control of Events 4         Image: Control of Events 4       Image: Control of Events 4         Image: Control of Events 4       Image: Control of Events 4         Image: Control of Events 4       Image: Control of Cont	
21 - Motor Venicle In Transport         (U10) Sequence of Events 3         (U10) Sequence of Events 3         (U10) Sequence of Events 4         (U10) Sequence of Events 3         (U10) Sequence of Events 4         (U10) Sequence of Events 3         (U10) Sequence of Events 4         (DRIVER Last Name       MI         OWNER Last Name (skip if same as Driver) First Name       MI         OWNER Last Name (skip if same as Driver) First Name       MI         OWNER Last Name (skip if same as Driver) First Name       MI         OWNER Last Name (skip if same as Driver) First Name       MI         OWNER Address       City         State       * ME*         (D1) Driver Distracted By       (D2) Condition at Time of Crash 1         I - N	
Image: State of the state	
Image: State of the second	Instriction
DRIVER Last Name       First Name       MI       DRIVER Address       City       State         *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *       *	estriction
Citation Number       Pending       Violation 1       Violation 2         OWNER Last Name (skip if same as Driver) First Name       MI       OWNER Address       City       State         *       * ME*       (D2) Condition at Time of Crash       1       Apparently Normal       (D3) Driver Actions at Time of Crash 1       1       Apparently Normal       (D3) Driver Actions at Time of Crash 1       (D3) Driver Actions at Time of Crash 2       (D3) Driver Actions at Time of Crash 2         1 - No Contributing Action       Itest Not Given       Test Refused       Blood       Alcohol Test Result Pending       Alcohol BAC Result         Drun Test       Itest Not Given       Test Refused       Blood       Alcohol Test Result Pending       Alcohol BAC Result	Zip
OWNER Last Name (skip if same as Driver) First Name       MI       OWNER Address       City       State         *       *       ME*       (D2) Condition at Time of Crash       1       Apparently Normal         (D3) Driver Actions at Time of Crash 1       (D3) Driver Actions at Time of Crash 1       (D3) Driver Actions at Time of Crash 1       (D3) Driver Actions at Time of Crash 2         1 - No Contributing Action       Image: Control of Crash 1       (D3) Driver Actions at Time of Crash 2         Alcohol Test       Image: Control of Crash 1       (D3) Driver Actions at Time of Crash 2         Image: Control of Crash 1       Image: Control of Crash 2       Image: Control of Crash 2         Image: Control of Crash 1       Image: Control of Crash 2       Image: Control of Crash 2         Image: Control of Crash 1       Image: Control of Crash 2       Image: Control of Crash 2         Image: Control of Crash 1       Image: Control of Crash 2       Image: Control of Crash 2         Image: Control of Crash 1       Image: Control of Crash 2       Image: Control of Crash 2         Image: Control of Crash 1       Image: Control of Crash 2       Image: Control of Crash 2         Image: Control of Crash 2       Image: Control of Crash 2       Image: Control of Crash 2         Image: Control of Crash 2       Image: Control of Crash 2       Image: Control of Crash 2         Ima	
(D1) Driver Distracted By     (D2) Condition at Time of Crash       1 - Not Distracted     (D2) Condition at Time of Crash       (D3) Driver Actions at Time of Crash 1     (D3) Driver Actions at Time of Crash 2       1 - No Contributing Action     (D3) Driver Actions at Time of Crash 2       Alcohol Test     Test Not Given       Driver Test     Test Not Given       Driver Test     Other Chemical Test (Not Field Sobriety or Period       Driver Test     Test Not Given	Zip
1 - Not Distracted     1 - Apparently Normal       (D3) Driver Actions at Time of Crash 1     (D3) Driver Actions at Time of Crash 2       1 - No Contributing Action     (D3) Driver Actions at Time of Crash 2       Alcohol Test     Test Not Given       Breath     Urine       Other Chemical Test (Not Field Sobriety or Part)       Alcohol Test     Alcohol Test Result Pending	
(D3) Driver Actions at Time of Crash 1     (D3) Driver Actions at Time of Crash 2     (D3) Driver Actions	
Alcohol Test Vot Given Test Refused Blood Alcohol Test Result Pending Alcohol BAC Result	
Breath Urine Other Chemical Test (Not Field Sobriety or Pan)	
ACTIVAL LAND AND A LAND AND A LAND AND AND AND AND AND AND AND AND AND	
Urine Other Pending (D4) Non Motorist Location at Time of Crash (D5) Non Motorist Action Prior to Crash	9
(D6) Non Motorist Action at Time of Crash 1 (D6) Non Motorist Action at Time of Crash 2	
(D7) Pedestrian Maneuvers (D8) Bicyclist Maneuvers	
PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator/O	Dwner
SEAT HOW SEAT POSITION SEAT POSITION OTHER Andread Deponds RESTRAINT SYSTEM INJORY THE INJORY DE 1-Front Row 1-Left (driver) 1-Steeper Section of Cab (truck) -Not Applicable 1-Not Applicable 1-Amputation 1-Fooe 1-Fatal	EGREE
3-Third Row 3-Right 3- Unerclosed Cargo Area 3-Deployed - Front 3-Shouler and Lap Beit Used 3-Broken Bones 3-Neck 3-Noninceg	pecitating
5-Other Row 5-Unknown 5-Riding on Motor Vehicle Ext 5-Deployed - Other 5-Lap Belt Only Used 5-Concussion 5-Arm(s) 5-No Injury	y y
6-Unknown 6-Depkoyed - 7-Child Restraint - Forward Facing 7-Dizziness 7-Chest Stomach INJURY IN ELECTED UNIT UNIT Continuation 8-Child Restraint - Forward Facing 8-Abrition/Bruiters 8-Information 1/Children 0	FO SOUR
1-Not Ejected 1-Not Ejected 1-DOT-Complant Motorcycle Heimet 2-Ejected Patiaty 1-DOT-Complant Motorcycle Heimet 1-Dot Complant Motorcycle	al Statement
3-Ejected Totally 3-No Helmet 11-Child Restraint - Other Observation	on
AMB CODES - 54 Person Include Driver, Passengers, Bicyclist, and Pedestrians Sex new Seat Seat Seat Seat Air Bac	ae code she
Type Last Name, First Name, Mi (NJF,U) DOB Pos Pos Deployed Ejected System Use Degree Type Area Sc	ouros Co
6 * F 07/12/73 1 1 2 1 3 5	1 1
Maine Department of Public Safety	

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lity or Town Iampden	Stre	et or Highway HWY 202		RD, US H	UD BROOK R	D, COLDBR	оок 🗆	Off Roa
Direction FROM Nearest	ntersection to Crash Site	Distan	ce From Nearest In	ter. Latitude		Longitud	le	
At Intersection No	th South East	West	Feet M	Scane Rosted	70 Seed Limit I	-68.839	410	
39612	Node 2 0	weasurement w	MOIS MOIS	enths Mile	s 30r Hour	N/A	Not P	osted 2 osted 4
F1) Type of Crash		1	(F2) Type	of Location				
4 - Intersection Move	ment		4 - Four I	eg Intersection	on			
(F3) Weather Condition			(F4) Light 1 - Davlie	Condition				
(F5) Road Grade			(F6) Road	Surface Conditi	on			
1 - Level			1 - Dry					
(F7) Traffic Control Devic	0 m & Ca)		Traffic Co	ntrol Device Ope	rational (pre-cra	ash)?	Duok	
<ol> <li>F8) Location of First Han</li> </ol>	mail Event		Total Dam	age over Threst	nold?			
1 - On Roadway			l'entre den		2	Yes 🗌	No	
(F9) Contributing Circums	stances - Environment 1		(F9) Contr	ibuting Circums	lances - Environ	nment 2		
1 - None			15400 C	Idention Alexand	alanaa Dood (	2		
(F10) Contributing Circun 1 - None	nstances - Road 1		(F10) Con	mound circum	stan KJCS -PC080 2	2		
In or Near a Construction	, Maintenance, or Utility	Work Zone?	Work Zon	e Workers Pres	ent?	-	-	
	Yes	✓No [	Unk	444 2	Yes	No	Uni	ι
(F11) Location of the Cra	sh related to Work Zone		(F12) Typ	e of Work Zone				
Law Enforcement Preser	t at Work Zone?		School B	is Related?				
Officer Presen	t Law Enforcement	t Vehicle Only	No Yes,	Directly Involve	d 🗌 Yes, Indi	irectly Involve	ed 🔽 N	lo
Unit #2 was traveling straight through the Unit #1 was traveling Rt 202 south. Unit #3 collision.	y east on Coldbrook F intersection of Coldb y west on Coldbrook L turned into the path	toad proceedin rook Road and Road turning le n of Unit #2 can	g Rt 202. eft onto using a	Columb Real	# 8 8 %               %m		Coldmain Raws	
Unit #2 was traveling straight through the Unit #1 was traveling Rt 202 south. Unit #3 collision.	g east on Coldbrook F intersection of Coldb g west on Coldbrook   L turned into the path	toad proceedin rook Road and Road turning le n of Unit #2 can	g Rt 202. eft onto using a	Cottend Read			Coldman Rawel	
Unit #1 was traveling straight through the i Unit #1 was traveling Rt 202 south. Unit #3 collision.	g east on Coldbrook F intersection of Coldbrook g west on Coldbrook I turned into the path turned into the path	toad proceedin rook Road and Road turning le n of Unit #2 can	g Rt 202. eft onto using a MI Address	Cetionà Real  Rossari Cottinuò Real	City		Contract Taxae State	Zij
Unit #2 was traveling straight through the i Unit #1 was traveling Rt 202 south. Unit #3 collision. Witness Last Name Witness Last Name	g east on Coldbrook F intersection of Coldbrook I g west on Coldbrook I turned into the path turned into the path First	toad proceedin rook Road and Road turning le n of Unit #2 can	MI Address	Collocal Read	City		State State	Zij
Unit #2 was traveling straight through the i Unit #1 was traveling Rt 202 south. Unit #3 collision. Witness Last Name Witness Last Name Non Vehicle Property D	g east on Coldbrook F intersection of Coldbrook g west on Coldbrook I turned into the path First First	toad proceedin Road turning le n of Unit #2 can	g Rt 202. eft onto using a MI Address MI Address	Cettend Real	City	1	State	Zi; Zi
Unit #2 was traveling straight through the i Unit #1 was traveling Rt 202 south. Unit #3 collision. Witness Last Name Witness Last Name Non Vehicle Property D Property Owner Name	g east on Coldbrook F intersection of Coldbrook I g west on Coldbrook I turned into the path turned into the path First First	toad proceedin rook Road and Road turning le n of Unit #2 car	g Rt 202. eft onto using a MI Address MI Address		City City City City	1	State State State State State State State	Zi; Zi Priv Zi
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hourance			*							*								
ATURN	\$						Veh	icle Ye	ar	(U3)	Vehicl	e Color	r					
hicle Confi	guration						GW	NR or	GCWR	0-0	rey, a	Silver						-
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river Distra	relad By						* N	1E*	lillen n	A Time of	10-							
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edestrian M	Aaneuwe	rs					(D8	<li>Bicy</li>	clist Ma	aneuver	rs.							
PERSON TO	PE 1-Dri	ver, 2-Pas	aanger, 3-	Pedestrian	6-Drive	n/Owner, 7-Bic	yde, 8-l	Passen	ger/Owr	ner, 24-L	ast Kn	own Op	erator 2	5-Last K	nown (	Operator	Owner	_
NOW SEA	T POSITIC	N SEAT	POSITION	OTHER	AIRBAG	DEPLOYED I	RESTRA	NT SYST	EM		INUU	RY TYPE	P	UURY A	AEA	NURY	DEGRE	E
nd Row 2-M Row 3-R	iddle oht	2-01- 3-Un	er Enclosed	Cargo Area	2-Not De 3-Deploy	ployed ed - Front	2-None U	sed - No	tor Vehic	le Occupa	ant 2-Bie	eding ken Boo	2	Head		2-Incept	citating	
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own		(son-t 6- Un	railing unit) known		(knee, al 6-Deptoy	rbeit) red -	8-Restmin 7-Child Ro	t Used -	Other Forward	Facing	6-Sh 7-Diz	ock ziness	87	-Leg(s) -Chest St	omach	INJURY	") INFO St	NIRC
ED	HELME 1-DOT-0	T USE Compliant 1	lotarcycle Y	ielmet	Combine 7-Deploy	tion ment - Curtain i	8-Child R	estraint -	Rear Fa	cing	8-Ab 9-Co	nsion/En mplaint o	Ises 8 Pain 9	-Internal Entire Be	dy	1-Office 2-Individ	Observe upl State	Mion
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Last Name	int Name	Mi	C 410 P 608	10.00	Sex (M,F,U)	DOB	Pos	Seet Pos	Pos	Air Bag Deployed	Ejected	Restrain	t Helmet Use	Injury Degree	lajury Type	Injury Area	inj info Source	Am
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Image       Yes         Image       Yes         Special Function Vehicle       Special Function         Special Function       Special Function         of Damage       No Damage         Imaged Area       Imaged Area         Int Passenger Corner       e         e Crash Actions       King left turn         icquence of Events 1       Oss Centerline         icquence of Events 3       Imaged Area         Int Passenger Corner       e         I Cast Known Operator       R         R Last Name       Number         Number       Pending         R Last Name       Imaged Area         Number       Pending         R Last Name       Test Not C         iver Distracted By       Yes         kown       Test Not C         aath       Urine         on Motorist Action at Time of Cras       Eath         CW Stat POST	Hit Run?       VIN IG8JU54F53Y         nsurance       NAUC         Insura- thicle Make       Insura- *         ATURN       Incle Configuration         Has 9 or More Seats ?       Image         Yes       No         Special Function Vehicle       Special Function Vehicle         of Damage       No Damage Obser         ost Damaged Area       Insumation Vehicle         icquence of Events 1       Toss Centerline         vequence of Events 3       Insumation Vehicle         Number       Pending         R Last Name       Fit         Number       Pending         R Last Name       Skip if same as Driver         Wer Actions at Time of Crash 1       Ied to Yield Right-of-Way         Test       Test Not Given       Sath Cline Enclosed Res         on Motorist Action at Time of Crash       Other Crash	Hit Run?       VIN 1G8JU54F53Y547592         Insurance       NAIC         Insurance       Insurance Com *         Initice Make       Insurance Com *         ATURN       Insurance Com *         Initice Make       Insurance Com *         ATURN       Insurance Com *         Initice Configuration       HAZMAT P         Image       Yes       No         Special Function       of         of Damage       No Damage Observed         pactal Function       of         of Damage       No Damage Observed         pactal Function       of         of Damage       No Damage Observed         past Damaged Area       nt         nt Passenger Corner       e         e Crash Actions       to         least Rown Operator       *         R Last Name       First Name         Number       Pending         R Last Name (skip if same as Driver) First Name         iver Distracted By       Kown         iver Actions at Time of Crash 1       Ied to Yield Right-of-Way         Test       Itst Post Not Given       Test Re         Ind torist Action at Time of Crash 1       edestrian Maneuvers         ERSON TYPE 1-Driver,	Hit Run?     MN       IG83U54F53Y547592       Insurance     NAIC       Insurance     Insurance Company N       whice Make     Insurance Company N       ATURN     Insurance       Inde Configuration     Insurance       Has 9 or More Seats ?     HAZMAT Placarde       Special Function Vehicle     Imsurance       Special Function     Imsurance       of Damage     No Damage Observed       at Damaged Area     Imsurance       It Passenger Corner     e Crash Actions       king left turn     Imsurance       icquence of Events 1     Imsurance       ross Centerline     Imsurance       R Last Name     First Name       Number     Pending       R Last Name     R Last Name       Number     Pending       R Last Name     Itset Not Given       iver Distracted By     Koown       iver Actions at Time of Crash 1       led to Yield Right-of-Way       I Test     Test Not Given       I Test     Test Refused       eath     Urine       Other     Crash       on Motorist Action at Time of Cra	Hit Run?       VIN       Licensum         Insurance       NAUC       Insurance Company Name         Inicide Make       Insurance       Yes         ATURN       Nole Configuration         Has 9 or More Seets ?       HAZMAT Placarded ?         Yes       No       Yes         ecial Function       Exempt Vehic         Special Function       Exempt Vehic         Special Function       Minor Damage         of Damage       No Damage Observed       Minor Damage         of Damage       No Damage Observed       Minor Damage         of Damage Corner       c Crash Actions       King left turn         icquence of Events 1       ross Centerline       Corner         icquence of Events 3       Pedestrian       License Number       Active         R Last Name       First Name       Minor Damage         iver Distracted By       Nown       Nown       East Name       Minor Damage         iver Actions at Time of Crash 1       Edo Yield Right-of-Way       Bioc       Bioc         Test       Test Not Given       Test Refused       Bioc         est       Test Not Given       Test Refused       Bioc         flow       Allex Action at Time of Crash 1       Edo Yie	HR Run?       VIN IG8JU54F53Y547592       License Plate         Insurance       NAIC       Insurance Company Name         Insurance       NAIC       Insurance Company Name         Incle Make       Yes       Yes       Yes         Ander Configuration       GW       GW       GW         Has 9 or More Seats ?       HAZMAT Placarded ?       Veh         Grash Actions       GW       GW       GW         Special Function       GE Crash Actions       GU9         Mang left turn       1       1         Reguence of Events 1       CU9       CU9         Last Known Operator       *       CU1         R Last Name       First Name       MI         Number       Peding       Viol       Yes         Itest Name       GRash 1       CO2         Kown       Strat Not Given       Test Refused       Blood         Itest       Test Not Given       Test Refused       Blood       Dr.         Itest Of Yield Right-of-Way       Itest Refused       Blood       Dr.         Itest Of Yield Right-of-Way       Itest Refused       Blood       Dr.         Itest Of Test Not Given       Test Refused       Blood       Dr.	HR Run?       VIN       LiCense Plate       S         Insurance       NAIC       Insurance Company Name         **       Insurance Company Name         **       Vehicle Ye         2003       SWR or         Nole Configuration       GWWR or         Has 9 or More Seats ?       HAZMAT Placarded ?       Vehicle Ye         pecial Function Vehicle       Special Function       Emergence         Special Function       Image of the seath o	HR Run?       VIN IGBJUS4F53Y547592       ILicense Piate       State         Insurance       NAIC       Insurance Company Name         Incle Andrew       Vehicle Year         2003       2003         Nole Configuration       GWWR or GCWR         Has 9 or More Seats ?       HAZMAT Placarded ?         Wehicle Travel Disponse       Wehicle Travel Disponse         Special Function       GWWR or GCWR         of Damage       No Damage Observed       Minor Damage         of Damage       No Damage Observed       Minor Damage         of Damage Corner       13       HAZMAT Placarded ?         the Passenger Corner       13       Hot Vehicle         a Crash Actions       (U17) Most Harmin       1         the Special Function       Usity Contributing       1         orguence of Events 1       (U10) Sequence       21 - Motor Vehicle         equence of Events 3       U10) Sequence       No License [] P         Last Norw Operator       Is Name       MI       ORNER Address         Number       Pending []       Violation 1       Agesentity         Number       Pending []       Violation 1       Agesentity         Number       Pending []       Violation 1       Agesentity	Image: Construction       Vin Unit         Image: Construction       Image: Construction         Image: Constreconstre       Image: Construction </td <td>Hit Run?       WM       License Piste       State       [U1] U1] U1       Incurance         Insurance       Insurance Company Name       ME       1 - Passenge         Insurance       Insurance Company Name       Insurance       Insurance       Insurance         NURN       Vehicle Year       U3) Vehicle       Insurance       Insurance</td> <td>Hit Run?       ViN       ILicense Priste       State       (U1) Unit Type         neurance       NAIC       Insurance Company Name       Insurance Policy         neurance       Insurance Company Name       Insurance Policy         wide Make       Vehicle Year       (U3) Vehicle Colo         NUE Configuration       GWWR or GCWR       (U3) Vehicle Colo         Nue Configuration       GWWR or GCWR       (U3) Vehicle Colo         ectal Function Vehicle       Energency Vehicle Travel Direction       (Nothice Sects ?)         gradat       Functional Damage       (WWR or GCWR       (U3) Vehicle Colo         systematic       QWestabound       (WWR or GCWR       (U3) Vehicle Travel Direction       (Nothice Travel Direction)         ectal Function Vehicle       Intergency Vehicle Responding to St       (U4) Mest Hamiful Event       (U4) Sequence of Events 3         at More Sease Contentine       (U7) Mest Hamiful Event       (U4) Sequence of Events 2       (U4) Sequence of Events 3         ver Bicycle       Pedestrian       License Number       Active       Not License Permit State       (U6) Sequence of Events 4         ver Bicycle       Pedestrian       License Number       Active Address       ME         Rust Name       First Name       MI       DRIVER Address       ME</td> <td>Hit Run?       Itionree Plate       State       (U1) Unit Type         msurance       NAC       Insurance Company Name       Insurance Policy Numit         msurance       NAC       Insurance Company Name       Insurance Policy Numit         msurance       NAC       Insurance Policy Numit         msurance       Name       (U3) Vehicle Cool         Autor       Social Example       Insurance Policy Numit         msurance       Name       Social Example         Marce       Processary       H42MAT Placarded ?       Vehicle Travel Direction In Monthbound         Special Function       Nothbound       Monor Damage       Insurance Policy Numit       Insurance Policy Numit         Special Function       Chrony Monthound       Insurance       Insurance Policy Numit       Insurance Policy Numit       Insurance Policy Numit         Core       Special Function       Insurance Policy Numit       Insura</td> <td>HI Run?       Vitil       Liberise Plate       State       U10 Unit Type         MAC       Insurance Company Name       ME       1 - Passenger Car         Insurance       NAC       Insurance Company Name       Insurance Policy Number         Incle Make       Vehicle Year       (U3) Vehicle Color         Ander Configuration       GWR or GCWR       (U3) Vehicle Color         Note Configuration       GWR or GCWR       (U3) Vehicle Color         Special Function       Intervention       Intervention         of Damage       No Damage Observed       Minor Damage       // Vehicle Travel Direction         of Damage       No Damage Observed       Minor Damage       // Functional Damage       Towed Due         of Damage Area       1.0001 - 25,000 bs.       10,001 - 25,000 bs.       10,001 - 25,000 bs.       10,001 - 25,000 bs.         of Damage More Seats ?       Intervention       Control       Wehicle Travel Direction       // Wehicle Travel Direction       // Wehicle Travel Direction       // Nothole In Transport       0 Carab Actions       Corab Actions       // Corabit Action Altime Or Corash       // Co</td> <td>HL Run?       Vel       Use       Use       Use       State       Uty Unit Type         MAIC       Insurance Company Name       Insurance Policy Number         Insurance       Insurance Company Name       Insurance Policy Number         Inde Configuration       Insurance Company Name       Insurance Policy Number         Inde Configuration       Insurance Company Name       Insurance Policy Number         Inde Configuration       Insurance Concer       2003       B - Grey, Silver         Special Function       Insurance Concer       Insurance Concer       Insurance Concer         Special Function       Insurance Concer       Insurance Concer       Insurance Concer         St Damaged Area       (U7) Most Hammful Event       Insorthold in Transport         Up Concertaintine       (U10) Sequence of Events 2       Insorthold in Transport         Ses Conterline       (U10) Sequence of Events 3       Intoir Sequence of Events 2         Number       Pedestrian       (U10) Sequence of Events 2       Intoir Sequence Conser         Last Name       First Name       MI       ONHER Address       City         Number       Pedestrian       (U20) Sequence of Events 2       Intoir Corsh 2       Intoir Corsh 2         Last Name       First Name       MI       ON</td> <td>Image: Image: Image:</td> <td>H: Run?       Mile       Useries Piete       State       CUU Unit       Type         MUC       Insurance       Insurance Company Name       Insurance Piete       State       CUU Unit       Type         Muc       Insurance Company Name       Insurance Piete       State       CUU Unit       Type         Muc       Insurance Company Name       Insurance Piete       State       CUU Unit       Type         Insurance       Muc       Insurance Piete       State       CUU Unit       Type         Insurance       Muc       Insurance Piete       State       CUU Unit       Type         Insurance       Muc       Vehicle Year       CU3 Vehicle Color       Southbound       Insurance Piete       None Season         Special Function       Monor Damage       Pienctional Damage       Towed Oue to Disebiling Dama       One Southbound         Granh Actions       Minor Damage       Pienctional Damage       Towed Oue to Disebiling Dama       One Southbound         Granh Actions       Minor Damage       Pienctional Damage       Towed Oue to Disebiling Dama       One Southbound         Granh Actions       Minor Damage       Pienctional Damage       Towed Oue to Disebiling Dama       One Southbound       None         Ht Passenger Correr       <t< td=""></t<></td>	Hit Run?       WM       License Piste       State       [U1] U1] U1       Incurance         Insurance       Insurance Company Name       ME       1 - Passenge         Insurance       Insurance Company Name       Insurance       Insurance       Insurance         NURN       Vehicle Year       U3) Vehicle       Insurance       Insurance	Hit Run?       ViN       ILicense Priste       State       (U1) Unit Type         neurance       NAIC       Insurance Company Name       Insurance Policy         neurance       Insurance Company Name       Insurance Policy         wide Make       Vehicle Year       (U3) Vehicle Colo         NUE Configuration       GWWR or GCWR       (U3) Vehicle Colo         Nue Configuration       GWWR or GCWR       (U3) Vehicle Colo         ectal Function Vehicle       Energency Vehicle Travel Direction       (Nothice Sects ?)         gradat       Functional Damage       (WWR or GCWR       (U3) Vehicle Colo         systematic       QWestabound       (WWR or GCWR       (U3) Vehicle Travel Direction       (Nothice Travel Direction)         ectal Function Vehicle       Intergency Vehicle Responding to St       (U4) Mest Hamiful Event       (U4) Sequence of Events 3         at More Sease Contentine       (U7) Mest Hamiful Event       (U4) Sequence of Events 2       (U4) Sequence of Events 3         ver Bicycle       Pedestrian       License Number       Active       Not License Permit State       (U6) Sequence of Events 4         ver Bicycle       Pedestrian       License Number       Active Address       ME         Rust Name       First Name       MI       DRIVER Address       ME	Hit Run?       Itionree Plate       State       (U1) Unit Type         msurance       NAC       Insurance Company Name       Insurance Policy Numit         msurance       NAC       Insurance Company Name       Insurance Policy Numit         msurance       NAC       Insurance Policy Numit         msurance       Name       (U3) Vehicle Cool         Autor       Social Example       Insurance Policy Numit         msurance       Name       Social Example         Marce       Processary       H42MAT Placarded ?       Vehicle Travel Direction In Monthbound         Special Function       Nothbound       Monor Damage       Insurance Policy Numit       Insurance Policy Numit         Special Function       Chrony Monthound       Insurance       Insurance Policy Numit       Insurance Policy Numit       Insurance Policy Numit         Core       Special Function       Insurance Policy Numit       Insura	HI Run?       Vitil       Liberise Plate       State       U10 Unit Type         MAC       Insurance Company Name       ME       1 - Passenger Car         Insurance       NAC       Insurance Company Name       Insurance Policy Number         Incle Make       Vehicle Year       (U3) Vehicle Color         Ander Configuration       GWR or GCWR       (U3) Vehicle Color         Note Configuration       GWR or GCWR       (U3) Vehicle Color         Special Function       Intervention       Intervention         of Damage       No Damage Observed       Minor Damage       // Vehicle Travel Direction         of Damage       No Damage Observed       Minor Damage       // Functional Damage       Towed Due         of Damage Area       1.0001 - 25,000 bs.       10,001 - 25,000 bs.       10,001 - 25,000 bs.       10,001 - 25,000 bs.         of Damage More Seats ?       Intervention       Control       Wehicle Travel Direction       // Wehicle Travel Direction       // Wehicle Travel Direction       // Nothole In Transport       0 Carab Actions       Corab Actions       // Corabit Action Altime Or Corash       // Co	HL Run?       Vel       Use       Use       Use       State       Uty Unit Type         MAIC       Insurance Company Name       Insurance Policy Number         Insurance       Insurance Company Name       Insurance Policy Number         Inde Configuration       Insurance Company Name       Insurance Policy Number         Inde Configuration       Insurance Company Name       Insurance Policy Number         Inde Configuration       Insurance Concer       2003       B - Grey, Silver         Special Function       Insurance Concer       Insurance Concer       Insurance Concer         Special Function       Insurance Concer       Insurance Concer       Insurance Concer         St Damaged Area       (U7) Most Hammful Event       Insorthold in Transport         Up Concertaintine       (U10) Sequence of Events 2       Insorthold in Transport         Ses Conterline       (U10) Sequence of Events 3       Intoir Sequence of Events 2         Number       Pedestrian       (U10) Sequence of Events 2       Intoir Sequence Conser         Last Name       First Name       MI       ONHER Address       City         Number       Pedestrian       (U20) Sequence of Events 2       Intoir Corsh 2       Intoir Corsh 2         Last Name       First Name       MI       ON	Image:	H: Run?       Mile       Useries Piete       State       CUU Unit       Type         MUC       Insurance       Insurance Company Name       Insurance Piete       State       CUU Unit       Type         Muc       Insurance Company Name       Insurance Piete       State       CUU Unit       Type         Muc       Insurance Company Name       Insurance Piete       State       CUU Unit       Type         Insurance       Muc       Insurance Piete       State       CUU Unit       Type         Insurance       Muc       Insurance Piete       State       CUU Unit       Type         Insurance       Muc       Vehicle Year       CU3 Vehicle Color       Southbound       Insurance Piete       None Season         Special Function       Monor Damage       Pienctional Damage       Towed Oue to Disebiling Dama       One Southbound         Granh Actions       Minor Damage       Pienctional Damage       Towed Oue to Disebiling Dama       One Southbound         Granh Actions       Minor Damage       Pienctional Damage       Towed Oue to Disebiling Dama       One Southbound         Granh Actions       Minor Damage       Pienctional Damage       Towed Oue to Disebiling Dama       One Southbound       None         Ht Passenger Correr <t< td=""></t<>

Date         Description         Description <thdescription< th=""> <thde< th=""><th>13H-0</th><th>0937</th><th>_</th><th>STAT</th><th>EUF</th><th>WAIN</th><th></th><th><b>KA</b>S</th><th>H R</th><th>EPO</th><th>JRI</th><th></th><th></th><th></th><th>(</th><th>JNIT</th><th>PA</th><th>GE</th></thde<></thdescription<>	13H-0	0937	_	STAT	EUF	WAIN		<b>KA</b> S	H R	EPO	JRI				(	JNIT	PA	GE
No Insurance         MAC         Issurance Company Name         Issurance	Jnit ID	Hit Run?	4548	P61C396322363		License P	fate	Stat	e (U1	Passe	nger	Car						
In         Image         Im		NA NA	IC	Insurance Compa	any Name				-	Insur	ance P	Policy N	lumber					-
Dig Torget Subart         Dig Torget Subart <thdig subart<="" th="" torget="">         Dig Torget Subart</thdig>	1101	hide Make		8			Vahial	Vear	- 1	*	hida	"olor						_
UdiyVehide Configuration       GWWR rCCVR       IntoX1 - 26,000 lbs.       > Ima 26,000 lbs.         (Pricke Has 9 or More Seats 7       IntoX1AT Placaded 7       Wehide Travel Direction       Not the Roadway Underweite         (Udiy Sequence of Lewing)       IntoX1AT Placaded 7       Period       Not the Roadway Underweite         (Udiy Sequence of Lewing 1       IntoX1AT Placaded 7       Period       Not the Roadway Underweite         (Udi Sequence of Lewing 1       IntoX1AT Placaded 7       Period       Not the Roadway Underweite         (Udi Sequence of Lewing 1       IntoX1AT Placaded 7       Period       Not         (Udi Sequence of Lewing 1       IntoX1AT Placaded 7       Period       Not         (Udi Sequence of Lewing 1       IntoX1AT Placaded 7       Period       Not         (Udi Sequence of Lewing 1       IntoX1AT Placaded 7       Period       Period       Endorsements       Readificion         (Udi Sequence of Lewing 3       IntoX1AT Placaded 7       Period       Not the Road Care       Period       Readificion         (Udi Sequence of Events 4       IntoX1AT Placaded 7       Period       Not the Road Placaded 7       Period       Readificion         (Udi Sequence of Events 4       IntoX1AT Placaded 1       IntoX1AT Placaded 7       Period       State       Zp         (Udi S	55 - SI	UBARU					2009	rear		4 - Blu	ie .	20101						
(= 10,000 is	U4)Vel	hide Configura	tion				GVWF	or GO	WR	-	7.00							
Vertice Processor         Procesor         Processor	Inhiala	Han O or More	Coole 2	UA7MAT DE	C holooo		Vahiel	10,000	ol Diro	ction		orthbo	und	s. [	12010	han 26	,0001	08.
US Special Function Vehicle  Prespective Vehicle Responding to Scene? Ves. No  Section of Damage Observed Minor Damage Vertical Procession Vehicle  Procession Vehicle  Procession Vehicle Vertical Procession  Ves. No  Ve	/eniligite	- nas 9 01 MOR	Yes	No	Yes	<b>√</b> No	Veinci VE	astbou	ind	Wes	toound	1 [	]Not o	n Road	hway		a Jakao	wm
Scheft of Damage       No Damage Observed       Minor Damage       Towed Due to Disabiling Oamage         U6) Most Damaged Area       U7) Most Hamful Event       13 - Most Vehicle in Transport         U8) For Crash Actions       U9) Contributing Circumstances - Vehicle       1         U10) Sequence of Events 1       U10) Sequence of Events 2       2         U10) Sequence of Events 3       U100 Sequence of Events 2       2         U10) Sequence of Events 3       U100 Sequence of Events 3       City State         U10) Sequence of Events 4       U20 Processor       City State       Zip         U10) Sequence of Events 4       U20 Processor       City State       Zip         U10) Sequence of Events 4       U20 Processor       City State       Zip         U100 Sequence of Events 4       U20 Processor       City State       Zip         U20 Processor       First Name       MI       DRIVER Address       City State       Zip         (U2) Condition at Time of Crash 1       U20 Processor       U20 Processor       Acchola BAC Result       Disparended Processor       Processor         (U2) Driver Address       City Mark Address       City State       Zip       Processor       Processor       Processor       Processor       Processor       Processor       Processor       Processor <td>U5) Sp L - No</td> <td>Special Function</td> <td>Vehicle ction</td> <td></td> <td>Exer</td> <td>npt Vehicle</td> <td>Emerg</td> <td>ency \</td> <td>/ehicle</td> <td>Respo</td> <td>onding</td> <td>to Sce</td> <td>ne?</td> <td></td> <td>Yes</td> <td></td> <td>No</td> <td></td>	U5) Sp L - No	Special Function	Vehicle ction		Exer	npt Vehicle	Emerg	ency \	/ehicle	Respo	onding	to Sce	ne?		Yes		No	
Uij Most Damaged Ana       U/7) Most Harm/LEvent         12 - Ford Passenger Corner       13 - Motor Vehicle In Transport         Uij) Sequence of Events 1       Uij Sequence of Events 2         Uij) Sequence of Events 1       Uij) Sequence of Events 3         Uij) Sequence of Events 3       Uij) Sequence of Events 4         I Oriver Bicycle Pedestriam       I Loonse Number         Jast Known Operator       I Not Destriated Cr         Del Virtz Last Name       First Name         Mill Oriver Distracted By       Violation 1         Violation Number       Pendigs         Oriver Distracted By       U(2) Condition at Time of Crash 1         Over Prestared       City         Oriver Actions at Time of Crash 1       U(2) Condition at Time of Crash 2         I - Not Distracted       I - Apprentity Mormal         Oriver Actions at Time of Crash 1       U(2) Condition at Time of Crash 2         Drug Test       Other Charles Care N 1         Output Charles Care N 1       U(2) Solution at Time of Crash 2         Origo Test       Other Charles Care N 1	Extent	of Damage	No Dam	age Observed	Minor D	amage	6	Fund	tional	Damag	je		Towed	Due lo	Disal	bling C	amag	18
I- Front Passenger Corner       13 - Motor Vehicle in Transport         UBy Pro Crank Actions       (UB) Contributing Circumstances - Vehicle         I- Note       IUD Sequence of Events 1         UD Sequence of Events 3       (UD) Sequence of Events 4         ID Driver       Budden Operator         ID Driver       Pedestrian         Uses       Uses         ID Driver       Pedestrian         Uses       Vehicle in Transport         UTO Sequence of Events 4       (UD) Sequence of Events 4         ID Driver       Biotorsements         Restriction       State         DRIVER Last Name       MI         DRIVER Last Name (skip if same as Driver) First Name       MI         OWNER Last Name (skip if same as Driver) First Name       MI         OD Driver Actions at Time of Crash 1       (O2) Condition at Time of Crash 2         1 - Not Distracted       1 - Apparently Normal         CDD Other Actions at Time of Crash 1       (O3) Driver Actions at Time of Crash 2         CMAIN Material Action       Time of Crash 1         ODI Driver Actions I Action at Time of Crash 1       (O3) Driver Action Prior to Crash         CDA ID Test Result       Blood       Drug Test Result       Peositive       Negative       Pendring         (D4) Non Motoris	U6) Ma	ost Damaged A	\rea				(U7) N	Icst Ha	luhma	Event								
U09 / THE VIAID FRANCING STATE OF CASH 1         U19 / Consumption of Events 2           U10) Sequence of Events 1         U10) Sequence of Events 2           21 - Motor Vehicle In Transport         U10) Sequence of Events 3           U10) Sequence of Events 3         U10) Sequence of Events 4           Image: State of Events 3         U10) Sequence of Events 4           Image: State of Events 3         U10) Sequence of Events 4           Image: State of Events 3         U10) Sequence of Events 4           Image: State of Events 4         Image: State of Events 4           Image: State of Events 4         Image: State of Events 4           Image: State of Events 4         Image: State of Events 4           Image: State of Events 4         Image: State of Events 4           Image: State of Events 4         Image: State of Events 4           Image: State of Events 4         Image: State of Events 4           Image: State of Events 4         Image: State of Events 4           Image: State of Events 4         Image: State of Events 4           Image: State of Events 4         Image: State of Events 4           Image: State of Events 4         Image: State of Events 4           Image: State of Events 4         Image: State of Events 4           Image: State of Events 4         Image: State of Events 4           Image: State of Events 4	L - Fro	ont Passenge	r Corner				13 - 1	Motor	Vehic	cle in 1	ransp	Veh	de					_
U10) Sequence of Events 1       U10) Sequence of Events 2         21 - Motor Vehicle In Transport       U10) Sequence of Events 3         I/O) Sequence of Events 3       U10) Sequence of Events 4         I/O) Sequence of Events 4       I/O) Sequence of Events 4         I/O) Sequence of Events 5       I/O) Sequence of Events 4         I/O) Sequence of Events 4       I/O) Sequence of Events 4         I/O) Sequence of Events 4       I/O) Sequence of Events 4         I/O) Sequence of Events 4       I/O) Sequence of Events 4         I/O) Sequence of Events 4       I/O) Sequence of Events 4         I/O) Sequence of Events 4       I/O) Sequence of Events 4         I/O) Sequence of Events 4       I/O) Sequence of Events 4         I/O) Sequence of Events 4       I/O) Sequence of Events 4         I/O) Sequence of Events 4       I/O) Sequence of Events 4         I/O) Sequence of Events 4       I/O) Sequence of Events 4         I/O) Sequence of Events 4       I/O) Sequence of Events 4         I/O) Sequence of Events 4       I/O) Sequence of Events 4         I/O) Sequence of Events 4       I/O) Sequence of Events 4         I/O) Sequence of Events 4       I/O) Sequence of Events 4         I/O) Sequence of Events 4       I/O) Sequence of Events 4         I/O) Sequence of Event 1       I/O) Sequence of Event 4	1 - Fol	llowing road	way				1 - N	one	oung c	Allouting	anooa							
21 - Motor Vehicle In Transport         U10) Sequence of Events 3         U10) Sequence of Events 3         U10) Last Known Operator         Last Known Operator         New Constant         Prover Bicycle Pedestrian         Vertex Bicycle Pedestrian         New Constant         ONWER Last Known Operator         New Constant         OWNER Last Name         New Constant         OWNER Last Name         New Constant         OWNER Last Name         New Constant         OWNER Last Name (skip if same as Driver) First Name         MI         ODS Driver Actions at Time of Crash 1         (D3) Driver Actions at Time of Crash 1         (D4) Non Motorist Action at Time of Crash 1         (D5) Non Motorist Action at Time of Crash 1         (D6) Non Motorist Action at Time of Crash 1         (D6) Non Motorist Action at Time of Crash 1         (D5) Non Motorist Action at Time of Crash 2         (D6) Non Motorist Action at Time of Crash 1         (D6	U10) S	Sequence of Ex	vents 1				(U10)	Seque	ince of	Event	52							
Ot of pedpende of Events 3       In the pedpende of Events 3         Image: Construction of the pedpende of Events 3       Interpedpende of Events 3         Image: Construction of the pedpende of Events 3       Interpedpende of Events 3         Image: Construction of Events 3       Image: Construction of Events 3         Image: Construction of Events 3       Image: Construction of Events 3         Image: Construction of Events 3       Image: Construction of Events 3         Image: Construction of Events 3       Image: Construction of Events 3         Image: Construction of Events 3       Image: Construction of Events 3         Image: Construction of Events 3       Image: Construction of Events 3         Image: Construction of Events 3       Image: Construction of Events 3         Image: Construction of Events 3       Image: Construction of Events 3         Image: Construction of Events 3       Image: Construction of Events 3         Image: Construction of Events 3       Image: Construction of Events 3         Image: Construction of Events 3       Image: Construction of Consta 1         (D6) N	21 - M	lotor Vehicle	In Transp	ort			(1110)	Secur	ance of	FEvent	e 4							_
Chrone         Elsopelation         Pedestrian         Liconse Number         Permit State         Cital Conservents         Restriction           DRIVER Last Nown Operator         *         MI         DRIVER Address         City         State         Zip           *         Citation Number         Pending         Violation 1         Violation 2         State         Zip           *         Citation Number         Pending         Violation 1         Violation 2         State         Zip           CMNER Last Name (skip if same as Driver) First Name         MI         OWNER Address         City         State         Zip           (D1) Driver Distracted By         (D2) Condition at Time of Crash         1         Apparently Normal         Actional State         Zip           (D3) Driver Actions at Time of Crash 1         (D3) Driver Actions at Time of Crash 1         (D3) Driver Actions at Time of Crash 1         Actional Time of Crash         Actional Time of Crash         Pending         Actional State         Pending         Pending <t< td=""><td>010/0</td><td>sequence of L</td><td>verns o</td><td></td><td></td><td></td><td>(010)</td><td>ocque</td><td>1100 01</td><td>LYGIN</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	010/0	sequence of L	verns o				(010)	ocque	1100 01	LYGIN								
DRIVER Lask Name       First Name       MI       DRIVER Address       City       State       Zip         Citation Number       Pending       Violation 1       Violation 2         OWNER Last Name (skip if same as Driver) First Name       MI       OWNER Address       City       State       Zip         *       City       State       Zip       *       City       State       Zip         *       City       Driver Actions at Time of Crash 1       City       State       Zip         1       Not Distracted       1       - Apparently Normal       City       State       Zip         (D3) Driver Actions at Time of Crash 1       City       Test Not Given       Test Refused       Blood       Alcohol Test       Alcohol BAC Result         Drug Test       ØTtest Not Given       Test Refused       Blood       Orug Test Result       Ponding       Negative       Pending         (D4) Non Motorist Action at Time of Crash 1       (D5) Non Motorist Action at Time of Crash 2       (D6) Non Motorist Action at Time of Crash 2       Difference       Difference       State Const       State C	ØDr [	river Bicycle Last Known	Pede Operator	estrian License N *	umber [	Active	]No Li	Sus	Per pende	mit Sta d CT	le	Licens 0	e Class	Endo 0	orseme	ents R	testric	tion
Oltation Number       Pending       Violation 1       Violation 2         OWNER Last Name (skip if same as Driver) First Name       MI       OWNER Address       City       State       Zip         *       CT       *       Condition at Time of Crash 1       Apparently Normal       Image: Crash 2       Apparently Normal         (D3) Driver Actions at Time of Crash 1       Image: Crash 1       Condition at Time of Crash 2       Image:	DRIVE	R Last Name		First Name		MI	* CT	ER Ad *	dress				City			State	Zip	)
OWNER Last Name (skip if same as Driver) First Name     MI     OWNER Address     City     State     Zip       *     C1) Driver Distracted By     (D2) Condition at Time of Crash 1     (D2) Condition at Time of Crash 2       1 - NO Contributing Action     (D3) Driver Actions at Time of Crash 1     (D3) Driver Actions at Time of Crash 1     (D3) Driver Actions at Time of Crash 2       1 - NO Contributing Action     (D4) Trest Not Given Test Refused     Blood     Alcohol Test Result     Pending       Drug Test     (D1) Trest Not Given Cash     Test Refused     Blood     Drug Test Result     Pending       (D4) Non Motorist Action at Time of Crash 1     (D5) Non Motorist Action at Time of Crash 2     (D6) Non Motorist Action at Time of Crash 2     (D7) Pedestrian Maneuvers       (D7) Pedestrian Maneuvers     (D8) Bicyclist Maneuvers     (D8) Bicyclist Maneuvers     NULRY DEGREE       PERSON TYPE 1-Drive, 2-Passenger, 3-Pedestrian, 6-Driver/Dwner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner     NULRY DEGREE       1 +Ford Result     1-State Cash 4     (D6) Non Motorist Action at Time of Crash 2     NULRY DEGREE       2 + Control Box     2-Ohr Erstoa Carp Area     Alexa Applaate     1-State Applaate     1-State Applaate       2 + State Row     2-Ohr Erstoa Carp Area     Alexa Applaate	Citatio	n Number P	ending				Violat	ion 1					Violatio	on 2				
D1) Driver Distracted By       (D2) Condition at Time of Crash         1 - Not Distracted       (D3) Driver Actions at Time of Crash 1         1 - No Contributing Action       (D3) Driver Actions at Time of Crash 1         Alcohol Test       (D1) Driver Distracted         Drug Test       (D1) Test Refused         Drug Test       (D1) Driver Distracted         Drug Test       (D2) Condition at Time of Crash         (D4) Non Motorist Location at Time of Crash 1       (D5) Non Motorist Action at Time of Crash 1         (D5) Non Motorist Action at Time of Crash 1       (D6) Non Motorist Action at Time of Crash 2         (D6) Non Motorist Action at Time of Crash 1       (D6) Non Motorist Action at Time of Crash 1         (D7) Pedestrian Maneuvers       (D8) Bicyclist Maneuvers         PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-DriverOwner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator/25-Last K	*	R Last Name (	(skip if sam	e as Driver) First Nam	10	м	0WN * CT	ER Ad	dress				City			State	Zip	
Proceeding         Program include District action         Programin         Program	(D1) D	river Distracted	d By				(D2)	Condit	ion at	Time of	Crash	1						
1 - No Contributing Action         Alcohol Test       Test Not Given       Test Refused       Blood       Alcohol Test Result       Alcohol Test Result       Alcohol BAC Result         Drug Test       Test Not Given       Test Refused       Blood       Drug Test Result       Positive       Negative       Pending         (D4) Non Motorist Location at Time of Crash       (D5) Non Motorist Action at Time of Crash 1       (D6) Non Motorist Action at Time of Crash 2         (D7) Pedestrian Maneuvers       (D8) Bicyclist Maneuvers       (D8) Bicyclist Maneuvers         PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last K	(D3) D	river Actions a	t Time of C	rash 1			(D3)	Driver	Action	s at Tir	ne of C	Crash 2	2					-
Alcohol Test       DTest Not Given       Test Refused       Blood       Alcohol Test Result       Alcohol Test Result       Alcohol EAC Result         Drug Test       Other Chemical Test (Not Field Society or PBD)       Drug Test Result       Positive       Negative       Pending         (D4) Non Motorist Location at Time of Crash       (D5) Non Motorist Action at Time of Crash       (D6) Non Motorist Action at Time of Crash         (D7) Pedestrian Maneuvers       (D8) Bicyclist Maneuvers       (D8) Bicyclist Maneuvers       (D8) Bicyclist Maneuvers         PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-DriverOwner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner       NULRY TYPE       NULRY TYPE         PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-DriverOwner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner       NULRY TYPE       NULRY TYPE         PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-DriverOwner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner       NULRY TYPE       NULRY TYPE         PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-DriverOwner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner       NULRY TYPE       NULRY TYPE         Passenger/Sortin Row 2-Middia       2-Oberet Rowner       Arrospolites Action at Time	1 - No	Contributin	g Action				-					- 1-						
Drug Test       V Test Not Given       Test Refused       Blood       Drug Test Result       Positive       Negative       Pending         (D4) Non Motorist Action at Time of Crash       (D5) Non Motorist Action at Time of Crash       (D6) Non Motorist Action at Time of Crash 1       (D6) Non Motorist Action at Time of Crash 2         (D7) Pedestrian Maneuvers       (D8) Bicyclist Maneuvers         PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Dwner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner       INURY APEA         1-Front Row       Start Postmon       Estart Postmon       INURY APEA         2-Boord Row 2-Midde       2-Other Endoced Cargo Area       2-None Used. Nation Valued Applicable       1-Manupation         2-Other Endoced Cargo Area       3-Deptyped -Store       Store Passenger/Ohen or Lap Bet Valued       3-Store Bed Area         2-Other Endoced Cargo Area       3-Deptyped -Store       Store Passenger/Ohen or Lap Bet Valued       3-Store Bed Area       4-Read Store Valued       3-None Cargo Area         2-Other Endoced Cargo Area       3-Deptyped -Store       Store Passenger/Ohen or Lap Bet Valued       3-Store Bed Area       4-Read Bet Area       5-Rone Bet Area       6-Reatarea	Alcoho	reath DU	Test No	Given Test Rel Other Chemical Test	fused st (Not Field	Blood Sobriety or PB		cohol	Test R	esult P	ending		icohol i	SAC Re	BSUIL			
(D4) Non Motorist Location at Time of Crash       (D5) Non Motorist Action Prior to Crash         (D5) Non Motorist Action at Time of Crash 1       (D6) Non Motorist Action at Time of Crash 2         (D7) Pedestrian Maneuvers       (D8) Bicyclist Maneuvers         (D8) Stat Position SEAT Position Office Action of Cab druxd(1-MA Applicable Action Prior Vehicle Compart 2-Bitatt Compart Prior Vehicle Compart 2-Bitatt Compart 2-Bitatt Compart 2-Bitatt Compart Prior Vehicle Compart 2-Bitatt Compart 2-Bitatt Position 2-Compart Prior Vehicle Compart 2-Bitatt Position 2-Compart Prior Vehicle Compart 2-Bitatt Position 2-Compart Prior Position 2-Compart Prior Position 2-Compart Prior Position 2-Compart Prior Position 2-Difference Position 2	Drug T	Test	Test No	t Given Test Re Other	fused	Blood	Drug	Test I	Result	0	Posit	ive	Ne	gative		Pendir	9	
(D5) Non Motorist Action at Time of Crash 1       (D6) Non Motorist Action at Time of Crash 2         (D7) Pedestrian Maneuvers       (D8) Bioyolist Maneuvers         PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 6-Pessenger/Owner, 24-Last Known Operator 25-Last Known Operator 25-L	(D4) N	Ion Motorist Lo	cation at Ti	me of Crash			(D5)	Non M	lotorist	Action	Prior	to Cra	sh					
(D7) Pedestrian Maneuvers       (D8) Bicyclist Maneuvers       PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operat	(D6) N	Ion Motorist Ad	tion at Tim	e of Crash 1			(D6)	Non N	lotoris	t Action	at Tin	ne of C	rash 2					-
PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner           SEAT ROW         SILAT POSITION         SEAT POSITION         SEAT POSITION OTHER         ARBAG DEPLOYED         RESTRANT SYSTEM         INJURY TYPE         INJURY AREA         INJURY OPERATION           2-Stood Row         3-Middle         2-Other Enclosed Cargo Area         3-Not Deployed         3-Stoud floor         3-Stoud flo	(D7) P	edestrian Mar	euvers				(D8)	Bicycl	ist Mar	neuver	8							
SEAT ROW     SEAT POSITION     SEAT POSITION     SEAT POSITION OTHER     AIRBAG DEPLOYED     RESTRAINT SYSTEM     INJURY AREA     INJURY AREA     INJURY AREA       1-form Row     1-4nd (driver)     1-Steaper Section of Cato (truck)(1-Not Applicable     2-Not Deployed - Form     1-Anno Listor Vehicle Occupant?     1-Anno Listor     1-Facal	-	PERSON TYPE	1-Driver, 2-F	assenger, 3-Pedestrian,	6-Driver/O	wner, 7-Bicy	cle, 8-Pa	sseng	er/Owne	or, 24-La	ast Kno	wn Ope	rator 25	-Last Kn	nown O	peration	Owner	-
2-Second Row     2-Midde     2-Other Enclosed Carpo Area     2-Not Diployed       3-Thriet Row     3-Right     3-Unenclosed Carpo Area     3-Diployed - Stat       4-Fourth Row     4-Diployed - Stat     3-Broulder and Lap Bet Used     4-Barris     4-	SEAT I	ROW SEAT PO	OSITION SE	AT POSITION OTHER	AIRBAG DEI 1-Not Applica	PLOYED RE	STRAIN	T SYSTE	M		INJUR 1-Amp	Y TYPE ubition	IN. 1-5	URY AR	EA I	NJURY C	DEGREE	
4-Fourth Row     4-Onition     4-Trailing Unit     4-Opployed - Skie     4-Shoulder Bett Only Used     4-Bank     4-Possible Injury       6-Unknown     5-Riding on Motor Vehicle Ext.     5-No Injury     5-No Injury       6-Unknown     6-Unknown     6-Unknown     6-Deployed - Skie     6-Restaint - Forward Facing     5-Abasic/Othuse     7-Chet Stamach     NULREY INFO SOUR       1-Not Ejected     HELMET USE     1-OOT-Compliant Motorcycle Helmet     5-Opployed - Skie     6-Restaint - Several Facing     7-Chet Restraint - Used Incorrecting     6-Abasic/Othuse     7-Octor Stamach     NULREY INFO Source       2-Ejected Totally     3-Not Helmet     7-Deployed - Skie     6-Child Restraint - Other     6-Abasic/Othuse     7-Octor Stamach     NULREY INFO Source       Person     Include Driver, Passengers, Bicyclist, and Pedestrians     Sex     0-Sex     Sext     Sext <td< td=""><td>2-Seco 3-Third</td><td>and Row 2-Middle d Row 3-Right</td><td>2.0</td><td>Wher Enclosed Cargo Area Unenclosed Cargo Area</td><td>2-Not Deploy 3-Deployed</td><td>Front 3.</td><td>None Use Shoulder</td><td>d - Moto and Lap</td><td>r Vehicle Beit Use</td><td>Occupa</td><td>2-Biee 3-Brok</td><td>ding en Bone</td><td>s 3.4</td><td>lead leck</td><td></td><td>-Incapac -Nonline</td><td>itating apocitati</td><td>ng</td></td<>	2-Seco 3-Third	and Row 2-Middle d Row 3-Right	2.0	Wher Enclosed Cargo Area Unenclosed Cargo Area	2-Not Deploy 3-Deployed	Front 3.	None Use Shoulder	d - Moto and Lap	r Vehicle Beit Use	Occupa	2-Biee 3-Brok	ding en Bone	s 3.4	lead leck		-Incapac -Nonline	itating apocitati	ng
6-Unknown     (non-trailing unit) 6-Unknown     (one, arr Derivet) 6-Unknown     6-Restaint Used - Other -Deployed     6-Shock -Deployed     6-Unknown       EJECTED 1-Not Ejected 2-Other HallumET USE 1-ODT-Compliant Motorcycle Helmet 2-Other Helmet     HILLMET USE 1-ODT-Compliant Motorcycle Helmet 2-Other Helmet     6-Unknown     6-Deployed     7-Othet Restraint - Ferwind Facing B-Child Restraint - Rear Facing B-Child Restraint - Bear Facing B-Child Restraint - Used Incorrectly 10-Other     7-Othet Stemach B-Abreation/Duces     INUURY INFO SOUR B-Abreation/Duces       2-Ejected Partially 3-Ejected Partially 3-Ejected Partially B-Child Restraint - Used Incorrectly 10-Other     9-Ocmplaint of Pain B-Child Restraint - Other     9-Ocmplaint of Pa	4-Four 5-Othe	th Row 4-Other ar Row 5-Univod	4-1 5-F	Trailing Unit Biding on Motor Vehicle Ext	4 Deployed 5 Deployed	Other 5-	Shoulder Lap Belt (	Bell Only Only Use	y Used d		4-Burr 6-Con	dussion	4-6	sack Vm(s)	i	5-No Inju	e Injury N	
ELECTED     HILMET USE     Contribution     Schrie Hestrait - Heir Paling     Policie Contribution     Policie Contribution     Policie Contribution     Policie Contribution     Policie Contribution     Policie Contri     Policie Contribution <td>6-Unio</td> <td>nown</td> <td>(nc 6-</td> <td>on-trailing unit) Unknown</td> <td>6-Deployed</td> <td>- 7-</td> <td>Restraint Child Res</td> <td>Used - C Araint - F</td> <td>onward F</td> <td>Facing</td> <td>6-sho</td> <td>iness alcortha</td> <td>7.0</td> <td>.eg(s) Chest Sto</td> <td>mach I</td> <td>NJURY</td> <td>NFO SC</td> <td>URC</td>	6-Unio	nown	(nc 6-	on-trailing unit) Unknown	6-Deployed	- 7-	Restraint Child Res	Used - C Araint - F	onward F	Facing	6-sho	iness alcortha	7.0	.eg(s) Chest Sto	mach I	NJURY	NFO SC	URC
2 - Other Halmony 3 - Biglicited Totally     2-Other Halmony 3 - No Helmont     2-Other Halmony 3 - No Helmont     2-Other Halmont 11-Child Restraint - Other     Other     Other Wallow       Person Type     Include Driver, Passengers, Bicyclist, and Pedestitans Type     Sax (M.F,U)     DOB     Soat Pos Row     Soat Pos Pos Other     Soat Pos Pos Other     Air Bag Pos Other     Elected Restraint Helmat System     Injury     Injur	1-Not	Ejected 1	ELMET USE -DOT-Complian	nt Motorcycle Helmet	7-Deployme	nt - Curtain g.	Child Re	straint - H	Jsed Inco	orrectly	9-Con 10-Of	plaint of	Pain 9-1	Entre Box	dy	2-Individ.	and State	non ment erfer
Person Type         Include Driver, Passengers, Bioyclist, and Pedestrians         Sax (M,F,U)         DOB         Seat Pos Row         Seat Pos Pos Ceptor         Seat Pos Oper         Air Bag Oper         Elected Restraint Heimat Injury         Injury Injury         Injury Area         Source Car Pos Oper         Car Pos Oper         Seat Pos Oper         Seat Pos Oper         Seat Pos Oper         Seat Pos Oper         Seat Pos Oper         Type Pos Oper         Type Pos OperPosPos Oper         Type Pos Oper <td>3-Ejec</td> <td>ted Totally 3</td> <td>-Other Helmet -No Helmet</td> <td></td> <td></td> <td>1</td> <td>I-Child R</td> <td>estraint</td> <td>Other</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>Observat</td> <td>ion</td> <td></td>	3-Ejec	ted Totally 3	-Other Helmet -No Helmet			1	I-Child R	estraint	Other							Observat	ion	
Type         Last Name, First Name, Mi         (M.F.U)         DOB         Pos         Pos         Did Oper         Did Oper         Type         Area         Source         Color           6         *         M         05/18/85         1         1         2         1         3         5         2           2         *         F         08/27/84         1         3         2         1         3         5         1           2         *         M         03/25/12         2         3         2         1         7         5         1	0	Include Driver, Pa	issengers, Bicy	clist, and Pedestrians	Sav		Seat	Seat	Seat	Air Bass		Restraint	Helmet	laiury	AW8 C	Interv	ini toto	Arr
6       *       M       05/18/85       1       1       2       1       3       5       2         2       *       F       08/27/84       1       3       2       1       3       5       1       1         2       *       M       03/25/12       2       3       2       1       7       5       1	Type	Last Name, First	Name, Mi		(M,F,U)	DOB	Pos Row	Pos	Pos C	Seployed	Ejected	System	Use	Degree	Тура	Area	Source	Cod
2       *       F       08/27/84       1       3       2       1       3       5       1         2       *       M       03/25/12       2       3       2       1       7       5       1	6	*			MO	5/18/85	1	1		2	1	3		5			2	1
2 * M 03/25/12 2 3 2 1 7 5 1	2				FO	8/27/84	1	3		2	1	3		5			1	1
	2	*			MO	3/25/12	2	3		2	1	7		5			1	1
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Maine Department of Public Safety Page 3 Form 13:20A Revised January 2	Main	e Department	of Public	Safety			Page	3				1	For	n 13:2	0A Re	vised J	anuar	v 20

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ME0100700	Re	port Numb	er		Crash Date	Crasi	h Time	Al Scer	ne Date	Al Scen	e Time
Dity or Town	144	Stre	et or High	way	3/20/2014	Ent	of COLD 1	BROOKRI	D, COLDB	ROOK	
Hampoen		JUS	HWY 20	2		RD	, US HWY	202		P	_01100
At Intersection	North South	Crash Site	West	Distance	From Nearest In	ter. Lati iles 44.	tude 754270		Longitu -68.83	ude 39410	
Node 1	Node 2		Measure	ment Node	Distance to	Scene P	osted Spee	d Limit	Unknow		Posted '
39612	0	_			MOIS	Fenths	Miles 45	Hour	NVA	Not	Posted 4
(F1) Type of Crash	voment				(F2) Type	of Locatio	n				
(E3) Weather Condition	vement				4 - Four	Leg Inter	section				
2 - Cloudy					1 - Davlie	aht					
(F5) Road Grade					(F6) Road	Surface C	Condition				
1 - Level					1 - Dry						
(F7) Traffic Control De 1 - Traffic Signals (	Mice Stop & Co)				Traffic Co	ntrol Devid	ce Operation	nal (pre-cra	ish)?		
(F8) Location of First	Scop & Goj				Total Dag	1000 0000	Theoshold?	168			K
1 - On Roadway	tornice Cycin				Totarban	age over	11118311010 2	<b>M</b> Y	es [	No	
(F9) Contributing Circ	umstances - Envir	ronment 1			(F9) Contr	ibuting Ci	rcumstance	s - Environ	ment 2		
1 - None											
(F10) Contributing Cir	cumstances - Roa	ed 1			(F10) Con	tributing C	lircumstanc	es -Road 2			
A - NOTE	ion Maintenance	or Lifelius	Alore Zaco	2	Manute Zoo	a Madaa	Dengania				
an or restrict a Construct	oon, mai tenance	Yes	No		Ink Ink	e workers	s mesent?	Yes	No	Πu	nk
(F11) Location of the	Crash related to V	Vork Zone			(F12) Typ	e of Work	Zone				
Law Enforcement Pre	sent at Work Zon	e?	Vahiolo (	nh	School Bi	is Related	1?	Wee Inter	and by low under		
		moreament	venue	any L		Unecay in	MOINED [	Jires, moa	ecuy anon	100	NO
south on route 202 202 and coldbrook turning left on to o the light and struc operator admitted	ng north of Rou 2. Unit 2 came road. Unit 2 h coldbrook road. k Unit 2 in the to running the	te 202. ( to the int ad a gree Unit 1 h rear pass red light.	Unit 1 wa ersection n light a ad a red engers si	is travell n of route nd begar light and de. Unit	ing b Iran 1						
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Witness Last Name Witness Last Name Non Vehicle Property Property Owner Nam Non Vehicle Property Property Owner Nam	ng north of Rou 2. Unit 2 came road. Unit 2 h soldbrook road. k Unit 2 in the to running the y Damage Description y Damage Description	First price	Badge#	Rep	Ing Iran 1 MI Address MI Address Address Address ort Date		M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M M		or Town	State State Utilities State Aosrovee	Zij Zij Driv Zij Cij Priv Zij d Date

Last Modified: 3/30/2014 16:38

Init ID         Unit IR Quint         Inst II (CMP12E4114662520         Unit II (CMP12E411466250520 <thuni (cmp12e4114666250520<="" ii="" th="" th<=""><th>4H-0097</th><th>74</th><th>_</th><th>STAT</th><th></th><th>- WAINI</th><th></th><th>AS</th><th>HR</th><th>EPO</th><th>JRI</th><th></th><th></th><th></th><th>1</th><th>JNI</th><th>PA</th><th>GE</th></thuni>	4H-0097	74	_	STAT		- WAINI		AS	HR	EPO	JRI				1	JNI	PA	GE
No Insurance         NAIC         Insurance Company Name         Insurance Parket Name           120 Vehicle Value         Insurance Parket Name         Vehicle Year         [0.33) Vehicle Color           220 Vehicle Value         Insurance Parket Name         [0.33) Vehicle Color         Insurance Parket Name         [0.33) Vehicle Color           230 Vehicle Sort Mare Seats ?         [N42AMT Placarded ?         Vehicle Trave Direction [Nemboard Michael Name         [Nonhourd Michael Name	Init ID	Hit Run?	VIN 1G2NF	12E41M662620		License F	late	Stat	e (U1	) Unit 1 Passe	ype nger (	Car						
Info matches         Image: second secon	7.1.1.1.1	NAIC	- autoriti	Insurance Compa	any Nar	ne		1	1-	Insur	ance P	oicy 1	lumber					
Vehicle Year         UL3 Vehicle Year         UL3 Vehicle Year           U3/Vehicle Configuration	INO INSU	rance		*						*								
B         Pointing         Po	J2) Vehic	le Make					Vehici 2001	e Year		(U3) Ve	ehicle (	2010r						
Implicit His S or More Seals ?       HAZMAT Placarded ?       Implicit His S or More Seals ?       Implicit His Seals ?	U4)Vehicl	e Configuration	1				GVW	R or GO	CWR	10 10					_			-
Tehicle Hiss 9 or More Seals ?         HAZAAT Placeded ?         Welkid Transbord         Southbound           U5) Special Function         Estoroud Vehicle         Energency Vehicle Responding to Scene ?         Yes (mod Netdon)           - No Special Function         Motion Road/way         Interval Direction         Yes (mod Netdon)           216) Mot Damage Observed         Minor Damage         Functional Damage // Towed Due to Disabiling Damage         Towed Due to Disabiling Damage           U50 Mot Damaged Area         (U7) Most Hamful Event         Interval Direction (mod Net // Towed Due to Disabiling Damage           U50 Most Damaged Area         (U7) Most Hamful Event         Interval Direction (mod Net // Towed Due to Disabiling Damage           U50 Most Damaged Area         (U7) Most Hamful Event         Interval Direction (mod Net // Towed Due to Disabiling Damage           U50 Most Damaged Area         (U10) Sequence of Events 2         Interval Direction (mod Net // Towed Due to Disabiling Damage)           U10) Sequence of Events 3         (U10) Sequence of Events 4         Interval Direction (mod Net // Towed Due to Disabiling Damage)           U10) Sequence of Events 3         (U10) Sequence of Events 4         Interval Direction (mod Net // Towed Due to Disabiling Damage)           U10) Sequence of Events 3         (U10) Sequence of Events 2         Interval Direction (mod Net // Towed Due to Disabiling Damage)           U10 Fore Towed Damage Develop (mod Net							<	10,000	) iks.	[	10,0	01 - 28	6,000 lb	3.	_ > ti	han 26	3,000 lk	s.
U3) Special Function Vehiclo	/ehicle Ha	is 9 or More Se	sals ?	HAZMAT PI	acarded	? 	Vehici	le Trav	el Dire	dion	-N	orthbo	und INet o	n Road	Sout	hbour	nd Liakao	-
••• The Special Function	US) Speci	al Function Vel	hide			amet Vahiela	Emer	gency \	Vehicle	Respo	nding	to Sce	ne?				CATIONO	WIT
Catent of Damage         No Damage Observed         Minor Damage         Towed Due to Bisabling Damage           U50 Most Damaged Area         U77 Most Harmful Event         13         Most Prehicle in Transport           U30 Processing         U20 Most Harmful Event         13         Most Prehicle in Transport           U10 Sequence of Events 1         U10 Sequence of Events 2         1         None           U10 Sequence of Events 1         U10 Sequence of Events 2         1         1           U10 Sequence of Events 1         U10 Sequence of Events 2         1         1         0           U10 Sequence of Events 3         U10 Sequence of Events 4         0         0         0           U10 Sequence of Events 4         1         0         1         1         0         0           U10 Sequence of Events 4         0         1         1         0         1         0         0         0           U10 Sequence of Events 4         0         1         1         1         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0	- No Sp	ecial Functio	n			empi venicie									Yes		No	_
UID Most Damaged Area L2 - Front	Extent of E	Damage	No Damag	e Observed [	Minor	Damage	(	Fun	ctional	Damag	98	$\checkmark$	Towed	Due to	Disa	bling (	Damag	e
12. Front       13. * Motor Vehicle in Transport         UP (Pr Crash Actions       U(U) Contributing circumstances - Vehicle         1. * Following roadway       U(U) Sequence of Events 2         U10) Sequence of Events 3       U(U) Sequence of Events 4         Image: Control (Control (Con	U6) Most	Damaged Area	3				(U7) N	Most H	armful	Event								-
U000 / HS Understanding Und	2 - Fron	t Antione					13 -	Motor	Vehic	ie in 1	ransp	Meh	icle					-
U10) Sequence of Events 1       U10) Sequence of Events 2         U10) Sequence of Events 3       U10) Sequence of Events 4         U10) Sequence of Events 3       U10) Sequence of Events 4         U10) Sequence of Events 3       U10) Sequence of Events 4         U10) Sequence of Events 3       U10) Sequence of Events 4         U10) Sequence of Events 3       U10) Sequence of Events 4         U10) Sequence of Events 4       U10) Sequence of Events 4         U10) Sequence of Events 3       U10) Sequence of Events 4         U10) Sequence of Events 4       U10) Sequence of Events 4         U10) Sequence of Events 4       U10) Sequence of Events 4         U10) Sequence of Events 4       U10) Sequence of Events 4         U10) Provent Set Sequence (Sequence of Events 4       U10) Sequence of Events 4         U10) Provent SetSetSet (Sequence of Events 4       Violation 1         U10) Provent SetSetSet (Sequence of Events 4       Violation 2         U10) Provent SetSetSet (Sequence of Events 4       (Sequence of Events 4         (D1) Provent SetSetSet (Sequence of Events 4       (Sequence of Events 4         (D2) Condition at Time of Crash 1       (C3) Driver Actions at Time of Crash 2         (D3) Driver Actions at Time of Crash 1       (D4) Not Motorist Action Prior to Crash         (D4) Not Motorist Action at Time of Crash 1       (D5) Non Motorist Action Pri	L - Follow	ving roadwa	v				1 - N	one	oping c	Arcums	1011000	- vea	1,46					
21 Motor Vehicle In Transport         U10) Sequence of Events 3         U10) Sequence of Events 4                [] Doriver Bicycle Peters         Peters         [] U10) Sequence of Events 4                [] Last Norm Operator         * ME         [] U10) Sequence of Events 4                [] Last Norm Operator             [] * ME*         [] U10) Sequence of Events 4         [] U10) Sequence of Events 4                [] DRVER Address             City State Zip               [] DRVER Last Name (skip if same as Driver) First Name MI             Voltation 1             Z2A-ADS7-IC-1             Volation 2               [] OWNER Last Name (skip if same as Driver) First Name MI             OWNER Address City State Zip               [] ON oper Distracted By             [] D2) Condition at Time of Crash 1               [] OD oriver Actions at Time of Orash 1             [] D3) Driver Actions at Time of Crash 1               [] OTH Chemical Test Not Given ]             Test Result Pending               [] Orago Test Address A Time of Crash 1             [] Other Chemical Test (set set as decray or rem               City Oraclistic Action at Time of Crash 1             [] Other Chemical Test (set set as decray or rem               [] OTH Chemical Test (set set as decray or rem             [] Other Chemical Test (set feasible cover or rem             [] Other Chemical Test (set feasible cover or rem               [] OTH Chestina Maneuvers             []	U10) Seq	uence of Even	ts 1				(U10)	Seque	ence of	Event	s 2							-
U10) Sequence of Events 3 U10) Sequence of Events 4 U10) Sequence of E	21 - Mot	or Vehicle In	Transpo	rt				-										
Image: State Biological Decision in the construction of	U10) Seq	uence of Even	ts 3				(010)	Seque	ence of	Event	84							
Last Known Operator         *         Dissipanted         ME         C         O         O           * INDERVER Last Name         Fint Name         MI         DRV/RCR Address         City         State         Zip           * INDERVER Last Name         Panding         Violation 1         Violation 2         Violation 2           2989139         City         State         Zip         State         Zip           * ME         MI         City/RVER Address         City         State         Zip           * ME         MI         City/RVER Address         City         State         Zip           * ME         MI         City/City         State         Zip           * Ran Red Light         - Apparently Normal         (City)         State         Zip           City         City         State         Zip         Accont Test         Montofiet Accion at Time of Crash         (City)         City         State         Zip           City         City         City         City         State         Zip         Accont Test         Montofiet Accion at Time of Crash         (City)         Normal         City         Normal         City         State         City         State         State City         Ci	Drive	r Bicycle	Pedes	trian License N	umber	Active	No L	cense	Per	mit Sta	ite /	icens	e Class	Ende	rsem	ents I	Restrict	ion
DRIVER Last Name       Mill       DRIVER Address       City       State       Zip         2498198       292057-10-1       Violation 1       Violation 1       Violation 2         2498198       292057-10-1       Violation 1       Violation 1       Violation 1       Violation 2         2498198       City       State       Zip       Xip       State       Zip         2498198       City       State       Xip       State       Zip       Xip       Xip <td></td> <td>ast Known Op</td> <td>erator</td> <td>*</td> <td>_</td> <td></td> <td>leer</td> <td>Sus</td> <td>spende</td> <td>d MI</td> <td></td> <td>C</td> <td>0.0</td> <td>0</td> <td></td> <td>Ctur</td> <td>0</td> <td></td>		ast Known Op	erator	*	_		leer	Sus	spende	d MI		C	0.0	0		Ctur	0	
Citation Number Pending Violation 1 Violation 2 2499139 2499139 2499139 2499139 2499139 2499139 2499139 2499139 2499129 2499129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 2492129 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 24921 2492 2492	RIVER L	.ast Name		First Name		M	PR/V	ER Ad	dress				City			State	Zip	
22498198         29-A-2057-1C-1           DWNER Last Name (skip if same as Driver) First Name         MI         CMVER Address         City         State         Zip           (D1) Driver Distracted Sy         (D2) Condition at Time of Crash         (D3) Driver Actions at Time of Crash 1         (D3) Driver Actions at Time of Crash 2           (D3) Driver Actions at Time of Crash 1         (D3) Driver Actions at Time of Crash 2         (D3) Driver Actions at Time of Crash 2           (D4) Trine         Other Chemical Test Refused         Blood         Program         MI         (Mohol Test Result Pending         Mohol BAC Result           Drug Test         (D4) Non Motorist Action Prior to Crash         (D5) Non Motorist Action Prior to Crash         (D6) Non Motorist Action Prior to Crash 2           (D4) Non Motorist Action at Time of Crash 1         (D6) Non Motorist Action at Time of Crash 1         (D6) Non Motorist Action at Time of Crash 2           (D7) Pedestrian Maneuvers         (D6) Bicyclist Maneuvers         14/4/4         14/4/4           PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestriae, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator/Owner         14/4/4           2-Second Rive         2-Modestran Last River Verking Do action 2/4/4/4         2/4/4/4         2/4/4/4         2/4/4/4         2/4/4/4         2/4/4/4         2/4/4/4         2/4/4/4         2/4/4/4         2/4/4/4         2/4/4/4	Citation N	lumber Pend	ding				Viola	tion 1		_			Violatio	on 2				-
OWNER Last Name (skp) if same as Driver) First Name     Mile     OWNER Abores     Outy     State     Zip       F     Image: State Case       C010 Writer Robust     State Case     Image: State Case     Image: State Case     Image: State Case     Image: State Case       G010 Writer Robust     Image: State Case     Image: State Case     Image: State Case     Image: State Case       G010 Writer Robust     Image: State Case     Image: State Case     Image: State Case     Image: State Case       G020 Writer Robust     Image: State Case     Image: State Case     Image: State Case     Image: State Case       G030 Writer Robust     Image: State Case     Image: State Case     Image: State Case     Image: State Case       G030 Writer Robust     Image: State Case     Image: State Case     Image: State Case     Image: State Case       G040 Non Motorist Action at Time of Crash 1     (D6) Non Motorist Action at Time of Crash 1     (D6) Non Motorist Action Prior to Crash     Image: State Case     Image: State Case       (D7) Pedestrian Maneuvers     (D8) Bicyclist Maneuvers     Image: State Case     Image: State Case     Image: State Case       PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Elcycle, 8-PassengerOwner, 24-Last Known Operator/Owner     Image: State Case     Image: State Case <td>2498198</td> <td>3</td> <td></td> <td>B. I.F. IN</td> <td></td> <td></td> <td>29-4</td> <td>4-205</td> <td>7-10-2</td> <td></td> <td></td> <td></td> <td>Ciby</td> <td></td> <td></td> <td>Ciala</td> <td>Te</td> <td></td>	2498198	3		B. I.F. IN			29-4	4-205	7-10-2				Ciby			Ciala	Te	
(D1) Driver Distracted By       (D2) Condition at Time of Crash         6 - Unkown       (D3) Driver Actions at Time of Crash 1         (D3) Driver Actions at Time of Crash 1       (D3) Driver Actions at Time of Crash 2         A - Ran Red Light       (D3) Driver Actions at Time of Crash 1         Alcohol Test       Other Chemical Test (vact Faix Socray or Fair)         Breath       Urine       Other         Drug Test       Other       Test Not Given         (D4) Non Motorist Location at Time of Crash 1       (D5) Non Motorist Action Prior to Crash 2         (D6) Non Motorist Action at Time of Crash 1       (D6) Non Motorist Action at Time of Crash 2         (D7) Pedestrian Maneuvers       (D8) Biocyclist Maneuvers         PERSON TYPE 1 Dother, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Elicycle, 8-PassengerOwner, 24-Last Known Operator 25-Last Known Operator/Owner         Start Postmone       3-Userbyleget - Front Start Postmone Start	WNER I	Last Name (ski	p it same	as Driver) First Nar	1e	MI	* M	E*	oress				City			State	Zip	
6 - Unkown       1 - Apparently Normal         (D3) Driver Actions at Time of Crash 1       (D3) Driver Actions at Time of Crash 2         - Kan Red Light       (D1) Test Not Given Test Refused       Blood       Alcohol Test Result       Positive       Norbal BAC Result         Drug Test       Other Chemical Test Refused       Blood       Drug Test Result       Positive       Negative       Pending         (D4) Non Motorist Location at Time of Crash 1       (D5) Non Motorist Action Prior to Crash       (D6) Non Motorist Action at Time of Crash 1       (D6) Non Motorist Action at Time of Crash 2         (D7) Pedestrian Maneuvers       (D8) Bicyclist Maneuvers       (D8) Bicyclist Maneuvers       NURY MAC Appletion         FERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Dwner, 7-Bicycle, 8-Passenger/Dwner, 24-Last Known Operator/Dwner       NURY MAC Appletion       NURY MAC Appletion         1-foort Row       SEAT POSTION SEAT POSTION OTHER       Artenado DEPLOTID       RESTANCY Vieta - Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Dwner, 7-Bicycle, 8-Passenger/Dwner, 24-Last Known Operator/Dwner       NURY MAC Appletion       NURY MAC Appletion         1-foort Row       SEAT POSTION TSEAT POSTION OTHER       Artenado DEPLOTID       RESTANCY Vieta - Driver/Dwner       NURY MAC Appletion       NURY MAC Appletion       NURY MAC Appletion       Nury Poscation       Nury Poscation       Nury Poscation       Nury Poscation       Nury Poscation	(D1) Drive	or Distracted By	y				(D2)	Condil	tion at 1	Time o	Crash	1						
(D3) Driver Actions at Time of Crash 1       (D3) Driver Actions at Time of Crash 2         4 - Ran Red Light	6 - Unko	wn					1-1	Appan	ently	Norma	ıl					_		_
Alcohol Test Result	(D3) Drive	er Actions al Ti Red Light	me of Cra	sh 1			(D3)	Driver	Action	s at Tir	ne of C	rash	2					
Breath       Ufrine       Other Chemical Test (Nex Field Society or PET)       Public(Nin) Test Result       Positive       Negative       Pending         Drug Test       Ufrine       Other       Chemical Test (Nex Field Society or PET)       Drug Test Result       Positive       Negative       Pending         (D4) Non Motorist Location at Time of Crash       (D5) Non Motorist Action at Time of Crash 1       (D6) Non Motorist Action at Time of Crash 1       (D6) Non Motorist Action at Time of Crash 1       (D6) Non Motorist Action at Time of Crash 1         (D7) Pedestrian Maneuvers       (D8) Bicyclist Maneuvers       (D8) Bicyclist Maneuvers       RURY DEF       RURY DEF       RURY DEF       RURY DEF         SEAT ROW SEAT POSITION SEAT POSITION OTHER       Attempt Application       Attempt Application       RURY DEF       RURY NEA       RURY DEF       RURY NEA       RURY NEA	Alcohol T	est 📝	Test Not (	Given Test Re	fused	Blood	h.,	leebol	Test D	aouli D	ondian	A	Joo'hol I	BAC R	esult			-
Drug Test       I transmitter	Brea	ath Urin	e [	Other Chemical Te	st (Not Fi	eld Sobriely or PE	m	oconor	Test Is	esuit P	enony							
(D4) Non Motorist Location at Time of Crash       (D5) Non Motorist Action Prior to Crash         (D6) Non Motorist Action at Time of Crash 1       (D6) Non Motorist Action at Time of Crash 2         (D7) Pedestrian Maneuvers       (D8) Bicyclist Maneuvers         PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-PassengenOwner, 24-Last Known Operator/Owner       PULIEY AREA         Statistic Statististic Statistic Statistic Statististic Statistic Stati	Drug Tes		Test Not (	Shven Test Re	fused	Blood	I Dru	g Test	Result	C	Posi	live	Ne	gative		Pendi	ing	
(D6) Non Motorist Action at Time of Crash 1     (D6) Non Motorist Action at Time of Crash 2.       (D7) Pedestrian Maneuvers     (D8) Bicyclist Maneuvers       PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicyclo, 8-Passenger/Owner, 24-Last Known Oparator/25-Last Kn	(D4) Non	Motorist Locat	ion at Tim	e of Crash			(D5)	Non N	Aotoris	Action	Prior	to Cra	sh					
(D5) Non Motorist Action at Time of Crash 1     (D6) Non Motorist Action at Time of Crash 1       (D7) Pedestrian Maneuvers     (D8) Bicyclist Maneuvers       PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-List Known Oparator 25-List Known Oparator/Dwner     NULRY ABEA       SEAT ROW     SEAT POSITION SEAT POSITION OTHER     ARBAG DIPLOTID       SEAT ROW     SEAT POSITION SEAT POSITION OTHER     ARBAG DIPLOTID       2-Stood Row     2-Midde     2-Deter Enolosed Cargo Ares       2-Thrott Row     3-Bicker All Deployed     3-Deployed rori       3-Thrott Row     3-Bicker All Deployed     3-Deployed rori       3-Thrott Row     3-Bicker All Deployed     3-Deployed rori       3-Thrott Row     3-Diployed rori     3-Diployed rori       3-Thrott Row     4-Bicker All Deployed     3-Diployed rori       3-Thrott Row     4-Bicker All Deployed     3-Diployed rori       3-Comparison     6-Diployed rori     3-Diployed rori       4-Food Hearter     5-Diployed rori       5-Diployed rori     7-Diployed rori       1-Mot Ejeded     1-Diflored Material - Grand Backer - Used Backer - Us							-											
(D7)     Pedestrian Maneuvers       PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-List Known Oparator 25-List Known Oparator/Owner     Inutry ABEA       SEAT POW     SEAT POSITION SEAT POSITION SEAT POSITION OTHER     ARBAG DIPLOTID       Person Type 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-List Known Oparator 25-List Known Oparator/Dwner     Inutry ABEA       Partial Row     SEAT POSITION SEAT POSITION SEAT POSITION STREM     Intel Application       2-Stream Row     Setting 2-Stream Row     Setting 2-Stream Row       2-Stream Row     Setting 2-Stream Row     Setting 2-Stream Row       2-Stream Row     S-Driver Row     Setting 2-Stream Row       3-Third Row     Setting 2-Stream Row     S-Driver Row       3-Stream Row     S-Driver Row     S-Driver Row       3-Driver Row     B-Driver Row </td <td>(D6) Non</td> <td>Motorist Action</td> <td>n at Time</td> <td>of Crash 1</td> <td></td> <td></td> <td>(D6)</td> <td>Non I</td> <td>Motoris</td> <td>Action</td> <td>1 at tim</td> <td>ne or c</td> <td>rash 2</td> <td></td> <td></td> <td></td> <td></td> <td></td>	(D6) Non	Motorist Action	n at Time	of Crash 1			(D6)	Non I	Motoris	Action	1 at tim	ne or c	rash 2					
PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Dwner, 7-Bicycle, 8-Passenger/Qwner, 24-Last Known Operator 25-Last Known Operator 26-Last	(D7) Ped	lestrian Maneu	vers				(D8	) Bicyc	list Ma	neuver	8							-
PERSON TYPE 1-Driver, 3-Passenger, 3-Padestrian, 6-Driver/Owner, 7-Bicyclo, B-Passenger/Owner, 24-Last Mnown Operator 29-Last Known Operator 20-Last Known Operator 20												-		1				
SEAT PCW     SEAT PCSTICK OFFER     Among and the product of	PE	RSON TYPE 1-D	kiver, 2-Pa	ssenger, 3-Pedestrian,	6-Driver	Nowner, 7-Bicy	cle, 8-P	asseng	en/Own	er, 24-Li	IN LUR	wh Ope	INU	Last Pu	nown U EA	perator NULIRY	DEGREE	
2-Second Rev     2-Model     2-Other Enclosed Cargo Area     2-Non User - Model     3-Broken Bones     3-Bro	1-Front Ro	w SEAT POSH w 1-Left (driver	) 1-Sie	eper Section of Cab (truck	1-Not Ap	plicable 1.	Not Appl	icable	un Volointe		1-Amp	ctation	1.8	ace bool		1-Fatal 2-Incard	citation	
4-Courth Row     4-Color     4-Trailing Unit     4-Color of the control of the con	2-Second 3-Third Ro	row 2-Madee	2-00 3- Ur	enclosed Cargo Area	3-Deploy	ed - Front 3	Shoulde	r and Lap	Beit Use	nd nd	3-Brok	en Bone	15 3.4	leck and		3-Noning	capacitati	ng
B-Unknown     (pon-bailing unit) G-Unknown     (pon-bailing unit) G-Unknown     6-Restaint Used - Cher G-Deployed-7 2-Child Restaint - Rear Facing B-Child Restaint - Rear Facing B-Child Restaint - Rear Facing B-Child Restaint - Rear Facing B-Child Restaint - Cutain B-Child Restain - Cutain B-Child Restain - Cutain B-Child Restain - Cuta	4-Fourth F 5-Other R	tow 4-Other ow 5-Unknown	4-Tra 5-Rid	illing Unit ling on Motor Vehicle Ext	6-Deploy	ed-Other 5	-shoulde -Lap Belt	Only Us	ed of		5-Con	oussion	54	Vm(s)		5-No Inji	ury	
ELECTED 1-Mot Ejected 2-Ditror Partially     HELMET USE 1-DOT-Complaint Motorcycle Helmet 3-Dot Helmet     Combination 1-DOT-Complaint Motorcycle Helmet 3-Dot Helmet     Combination 1-DOT-Complaint Motorcycle Helmet 3-No Helmet     Combination 1-DOT-Complaint Motorcycle Helmet 3-No Helmet     Combination 1-DOT-Complaint Motorcycle Helmet 3-No Helmet     Combination 1-DOT-Complaint Motorcycle Helmet 3-No Helmet     B-Abrestoritri-Rear Placing 9-Complaint of Pain 9-Child Restraint - Used Incomercity 11-Child Restraint - Other     B-AbrestorPlaces 9-Complaint of Pain 9-Child Restraint 9-Complaint of Pain 9-Child Restraint - Used Incomercity 10-Child Restraint - Other     B-AbrestorPlaces 9-Complaint of Pain 9-Child Restraint 9-Complaint of Pain 9-Child Restraint - Other     Dot Pain 9-Child Restraint - Used Incomercity 10-Child Restraint - Other     B-AbrestorPlaces 9-Complaint of Pain 9-Child Restraint - Other     Distribution 9-Child Restraint - Other     Distrib	6-Unknow	n	(100	trailing unit)	(knee, al 6-Deploy	rbelt) 6 ed - 7	Restrain Child Re	t Used - I	Other Ecroward	Facing	6-Sho 7-Dizz	CK Sinees	04 74	Leg(s) Chest Str	omach	NUURY	INFO SC	URC
1-Not Ejected 3-Ejected Totally     1-ODT-Compliant Motorcycle Heimet 2-Other Heimet     3-Medical, Paramedic Observation       Person     Include Driver, Passengers, Bicyclist, and Pedestrians Type     Sext (M.F.U)     DOB     Pos Row     Sext Pos     Sext Pos     Sext Other     Sext Deployed Elected Restraint Heimet     Injury Bury Injury     Nume July     Num July	EJECTED	HELN	IET USE	NAME:	Combina	fion g	Child Re	strairt - I	Rear Fac	ing	8-Abra 9-Con	ssion/En	Uses 8-1 (Pain 9-1	internal Entire Bo	te	1-Officer 2-Individ	Coserva	tion
Sejected Totally     3 No Halmet     11-Child Restraint - Other     Coservation       Person     Include Driver, Passengers, Bicyclist, and Pedestrians     Sex. (M.F.U)     DOB     Seat     Seat     Seat     Pos     Pos     Pos     Pos     Pos     Pos     Observation     List Name, Mi     Use     Dogree     Type     Area     Source     Co       6     *     F     10/23/64     1     1     3     1     3     5     2     1       Image: Seat     F     10/23/64     1     1     Image: Seat     Image: Seat     Seat <td>2-Ejected</td> <td>Partially 2-Oth</td> <td>T-Compliant or Helmet</td> <td>Motorcycle Heimet</td> <td>- Section of</td> <td>1</td> <td>0-Booste</td> <td>r Seat</td> <td>vere inc</td> <td>arecey</td> <td>10-00</td> <td>her</td> <td>10</td> <td>Other</td> <td></td> <td>3-Medic</td> <td>al, Param</td> <td>edic</td>	2-Ejected	Partially 2-Oth	T-Compliant or Helmet	Motorcycle Heimet	- Section of	1	0-Booste	r Seat	vere inc	arecey	10-00	her	10	Other		3-Medic	al, Param	edic
Person Type     Include Driver, Passengers, Bicyclist, and Pedestrians     Sex (M.F.U)     DOB     Seat Pos Row     Seat Pos Celebr     Seat Pos Deployed Celebr     Seat Type Pos System     Ar Bag Use     Reservint Heimet Use     Injury Digree     Injury Area     Injury System     Injury Ling     Injury Area     Injury Area <td>3-Ejected</td> <td>Totally 3-No</td> <td>Heimet</td> <td></td> <td></td> <td>1</td> <td>1-Child I</td> <td>restraint</td> <td>- Other</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>AMR</td> <td>DODES</td> <td>SEE COM</td> <td>she</td>	3-Ejected	Totally 3-No	Heimet			1	1-Child I	restraint	- Other						AMR	DODES	SEE COM	she
Type         Last Name, Mi         (M.F.U)         OUS         Pos         Pos         Other Other         Deployed         Current         System         Use         Degree         Type         Area         Source         Core           6         *         F         10/23/64         1         1         3         1         3         5         2         1                       2         1	Person In	clude Driver, Passer	ngers, Bicycli	ist, and Pedestrians	Sex	000	Seat	Seat	Seat	Air Bag	Fierded	Restrain	t Helmot	Injury	Injury	ligury	Inj info	An
6     *     F     10/23/64     1     1     3     1     3     5     2     1	Type La	ast Nama, First Nan	no, Mi		(MUFLU)	008	Row	Pos	Other	Deployed	-pecies	System	Use	Degree	Туре	Area	Source	Co
	6 *				F	10/23/64	1	1		3	1	3		5			2	1
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Maine Department of Public Safety Page 2 Form 13:20A Revised January 2	Maine (	Department of	Public S	afety	_		Page	2		1		-	For	m 13:2	OA R	vised	Januar	v 2

Unit ID			has			his	-	0	at la	145.11-11	T	-				UNI	I PA	G
2		Hit Run?	3FAH	POHA0BR170413		*	mate	S	D 1	- Pass	enge	r Car						
No	Insuran	C8 NAIC		Insurance Com	oany Nan	ne		-		Inst	Irance	Policy	Numbe	er				-
(112) 1/2	ahirle I	lake					Mahl	de Ver		*	lablak	Color						
18 - F	ORD	incarvice.	_				201	3	31	10 -1	Red	Color						
(U4)Ve	hide C	onfiguration	۱				GW	VR or C	SCWR		_				-			-
Vehicle	Has 0	or More S	ale 2	HAZMAT	holycool	2	Vahi	< 10,0	00 lbs.	octor	10,	001 - 2	6,000 I	bs.	200	than 2	6,000	bs.
v crincic	11000		Yes [	No No	Yes	No		Eastbo	ound	We	stbou	nd	Not	on Roa	dway	Inpon	nd Unkna	wn
(U5) Sp	pecial F	unction Ve	hide		Exe	mpt Vehicle	Eme	rgency	Vehic	le Resp	ondin	g to Sc	ene ?	_	1			
Extent	of Dan	al runcuc	in Deve			-	1	-							jres		No	-
0.103.8.8	ant Day		No Uama	ge Observed	Minor	Damage	la um	Fu	nctions	d Dama	ge	Ľ	Towe	d Due t	o Dis	abling	Dama	je
4 - Re	ar Pas	senger O	: Jarter P	anel			13-	Most I	-larmfu r Vehi	i Event	Trans	port						
(U8) Pr	re Cras	h Actions					(U9)	Contri	buting	Circum	stance	es - Vel	ricle					-
6 - Ma	iking l	eft turn					1-	None										_
21 - M	lotor \	ce of Even	Transpo	ort			(010	) Sequ	lence (	of Even	18 2							
(U10) \$	Sequen	ce of Even	ls 3				(U10	) Sequ	uence (	of Even	ts 4							-
	river	Bicvde 🗍	Pede	strian License N	lumber	Active	INo I	inense		ennit St	ate	Licens	e Clas	s Fod	orsen	ente	Paotrie	tion
	Last	Known Op	erator		ium on	[v]/cave[	11001	Su	spend	ed M	E	C	0 0 10 0	O	010011	GINS	A	non
DRIVE	R Last	Name		First Name		м	DRI	VER A	ddress				City			State	Zij	>
Citatio	n Numi	per Peno	ling 🗌				Viol	ation 1					Violati	ion 2				
OWNE	R Last	Name (ski	o if same	as Driver) First Nar	ne	MI	OW	NER A	ddress				City			State	710	
*							* 5	D*					ony			Olato	- CIP	
(D1) D	river Di	stracted By					(D2)	Cond	ition at	Time o	(Cras	h						-
(D3) D	river A	ctions at Tir	ne of Cra	ish 1			(D3)	Drive	r Action	ns at Ti	nne of	Crash	2					-
1 - No	Cont	ributing A	ction															
Alcoho	I Test		Test Not	Given Test Re	fused	Blood	10	Vicoho	Test F	Result F	Pendin	9 P	loohol	BAC R	esult			
Drug T	est		Fest Not	Given Test Re	fused	Blood	Dru	g Test	Result	- r		ithus		notivo	5	IDaad		
(D4) N	on Mot	orist Locati	on at Tim	Other te of Crash			(D5	Non I	Moloris	t Action	Prior	lo Cra	sh	game		Inerio	ing	
0000				10														
(D6) N	Ion Mot	orist Action	at Time	of Crash 1			(D6	) Non I	Motoris	st Action	n at Ti	me of 0	Crash 2					
(D7) P	edestri	an Maneuv	ers				(D8	) Bicyc	dist Ma	neuver	8							
	PERSO	N TYPE 1-D	iver, 2-Pa	ssenger, 3-Pedestrian	6-Driver®	wher 7-Bick	de 8-5	assenc	ec/Own	or 24-1	est Kor	wn Oor	rator 25	-l ast Kr	own C	neretor	Owner	
SEAT I	ROW	SEAT POSITI	ON SEAT	POSITION OTHER	AIRBAG DE	PLOYED R	STRAN	IT SYST	EM		INJU	TYPE	IN.	JURY AR	EA	INJURY	DEGREE	
2-Seco	nd Row	1-Left (driver) 2-Middle	2-00	eper Section of Cab (aud) er Enclosed Cargo Area	2-Not Depk	Typed 2.	Not App None Us	ed - Mot	or Vehicl	e Occupa	1-Am	eding	24	load		1-Fatal 2-Incept	citating	
4-Fourt	th Row	4-Other	4-Tri	iling Unit isa on Motor Vohisto Fut	4-Deployed	-Side 4	Shoulde	Belt On	ly Used	ed	4-But	ns ns	9 34 44	NOCK Back		4-Possit	sepacitati le injury	ng
6-Unior	own		(non-	trailing unit)	(knee, air b 6-Deployed	elt,) 6.	Restrain CNM RV	Used -	Other	Encino	6-Sho 7-Diz	ck	6-I 7.4	Leg(s) Chest Sto	marth	NI I I I I I I I I I I I I I I I I I I	ny INEO PC	
EJECT 1-Not 8	ED	HELM	IT USE	Motorcaria Halmat	Combinatio 7-Deploym	ent - Curtain g	Child Re	straint -	Rear Fac	sing	8-Abr 9-Cor	asion/Br.	Pain 94	Internal Entire Box	Sv.	1-Officer 2-Individ	Observa upl State	tion
2-Eject	ted Partia ted Total	ly 2-Othe 3-No h	r Heimet			10	-Booste I-Child I	r Seat Restraint	- Other		10-0	ther	10	Other		3-Medic Observation	sl, Param tion	edica
	Tool and a														ANB	CODES -	see code	shee
Person Type	Last No.	ner, Passen	Mi Mi	a, dia Podostians	Sex (M,F,U)	DOB	Pos	Seet Pos	Pos	Air Bag Deployed	Ejected	Restrain System	Helmet Use	Injury Degree	Injury Type	hjury Area	inj Inlo Source	Amb
1	*	A CONTRACTOR			F	01/13/87	1	1	Vuer	4	1	3		5			2	
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#### 2014-15665

### STATE OF MAINE CRASH REPORT

F	RS	TP	AG	ŝΕ
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4E0100700	14H-01811		6/6	6/2014	14:15	0/0/20	)14	14:20	
Sity or Town Iampden	Stree US H	t or Highway IWY 202			RD, US HWY 2	ROOK RD	, COLDBRC	рок	]Off Ro
Direction FROM Nearest In	tersection to Crash Site	Dist	ance From	n Nearest Inter	Latitude 44 754270		Longitude	410	
lode 1	Node 2	Measurement	Node	Distance to Se	cene Posted Speed	Limit	Unknown	Not	Posted :
9612	)			MO:s Ten	ths Miles 45:	Hour	N/A	Not	Posted
F1) Type of Crash - Rear End / Sideswir	00			(F2) Type of t 4 - Four Lec	Intersection				
F3) Weather Condition	<i></i>			(F4) Light Cor	ndition				
L - Clear				1 - Daylight	t				_
F5) Road Grade				(F6) Road Su	rface Condition				
F7) Traffic Control Device				Traffic Contro	Device Operation	al (pre-cras	sh)?		
- Traffic Signals (Sto	p & Go)					✓Yes	No	Un	άx.
F8) Location of First Harm	niul Eveni			Total Damag	e over Threshold?			NI-	
L - On Roadway	<b>F</b> 14			(COL Outline)	No. Concernation on		es []	NO	
<ul> <li>Sonthouting Circums</li> <li>None</li> </ul>	ances - Environment 1			(Fa) Courupo	lung Groumstanoas	- environn	INGIL 2		
F10) Contributing Circum	stances - Road 1			(F10) Contrib	outing Circumstance	s -Road 2			
L - None								_	
in or Near a Construction,	Maintenance, or Utility W	Vork Zone?		Work Zone V	Workers Present?	Ves	-No		ak
(F11) Location of the Cras	h related to Work Zone			(F12) Type o	of Work Zone	1168			IA.
Law Enforcement Present	at Work Zone?			School Bus	Related?				
Officer Present	Law Enforcement	Vehicle Only	□ No	Yes, Di	rectly Involved	Yes, Indire	ectly Involve	d 🔽	No
Both units were travel the intersection of 202 due to the traffic sign was traveling behind and struck #1 from th	ing south on Rt 202. 2 and Coldbrook Road al change from green #1 and failed to slow e rear.	As they app i #1 slowed to yellow. U for the yello	roached I rapidly Jnit #2 ow light				             Rester		
Both units were travel the intersection of 202 due to the traffic sign was traveling behind and struck #1 from th	ing south on Rt 202. 2 and Coldbrook Road al change from green #1 and failed to slow ie rear.	As they app i #1 slowed to yellow. U for the yello	proached I rapidly Jnit #2 ow light					televen Russ	
Both units were travel the intersection of 202 due to the traffic sign was traveling behind is and struck #1 from th	First	As they app I #1 slowed to yellow. U for the yello	moached I rapidly Jnit #2 ow light	Address			+ + - + + - + + + -	toto Real	Z
Both units were travel the intersection of 202 due to the traffic sign was traveling behind is and struck #1 from th Witness Last Name	First	As they app I #1 slowed to yellow. U for the yello	MI	Address	Conterval Rent		+ + - + + - + + + +	stores Real 	Z
Both units were travel the Intersection of 202 due to the traffic signs was traveling behind is and struck #1 from the Witness Last Name Witness Last Name Non Vehicle Property Da	Ing south on Rt 202. 2 and Coldbrook Road al change from green #1 and failed to slow te rear. First First amage Description	As they app I #1 slowed to yellow. U for the yello	MI	Address Address	Contract Rent	l	+ + -	State	Z Z
Both units were travel the intersection of 202 due to the traffic signs was traveling behind is and struck #1 from the Witness Last Name Witness Last Name Non Vehicle Property Da Property Owner Name	Ing south on Rt 202. 2 and Coldbrook Road al change from green #1 and failed to slow re rear. First First amage Description	As they app I #1 slowed to yellow. U for the yello	MI	Address Address	Contract Rent	l	+ + -	State State State State State State	Z Z Z Z Z Z
Both units were travel the intersection of 202 due to the traffic signs was traveling behind is and struck #1 from the Witness Last Name Witness Last Name Non Vehicle Property Da Property Owner Name Non Vehicle Property Da	Ing south on Rt 202. 2 and Coldbrook Road al change from green #1 and failed to slow re rear. First First amage Description	As they app i #1 slowed to yellow. U for the yello	MI	Address Address Address	Contract Rent	l	<pre></pre>	State Utilities Utilities	Z Z 2 C Pri Z 5
Both units were travel the intersection of 202 due to the traffic signs was traveling behind is and struck #1 from the Witness Last Name Witness Last Name Non Vehicle Property Da Property Owner Name Non Vehicle Property Da Property Owner Name	Ing south on Rt 202. 2 and Coldbrook Road al change from green #1 and failed to slow re rear. First First amage Description	As they app i #1 slowed to yellow. U for the yello	MI	Address Address Address Address	Contract Rent	l	<pre></pre>	State Utilities State Utilities State Stat	Z 2 3 []Pri 3 5 []Pri
Both units were travel the intersection of 202 due to the traffic signs was traveling behind is and struck #1 from the and struck #1 from the Witness Last Name Witness Last Name Non Vehicle Property Da Property Owner Name Non Vehicle Property Da Property Owner Name Reporting Officer	Ing south on Rt 202. 2 and Coldbrook Road al change from green #1 and failed to slow re rear. First First amage Description amage Description	As they app i #1 slowed to yellow. U for the yello	MI	Address Address Address Address	Conserva Rev Conserva Rev Conserva Rev Conserva Rev Conserva Rev Conserva Rev Conserva Rev Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conservation Conse	I I I I I I I I I I I I I I I I I I I	<pre></pre>	State Utilities State Utilities State Approvement	Z Z 2 Pri 2 3 Pri 2 3 Pri

Last Modified: 6/11/2014 01:53

<ul> <li>IHE Run?</li> </ul>	VIN		License	Plate	, S	tate (0	U1) Uni	t Type					Ulu	I F	AG
1 hunc	1HGES16344L003	786	*		1	4E   1	- Pas	senge	r Car						
No Insurance 25143	*	company N	ame				Ins *	uranoi	Policy	Num	ber				
(U2) Vehicle Make				Vehi	de Ye	ar	(U3)	Vehich	e Color						
26 - HONDA				200	9		14 -	White	•						
(04) venice Coniguration				GW	VR or 0	3CWR		110	001 - 1	xe 000	Inc		then '	00.00	
Vehicle Has 9 or More Seal	s? HAZM	AT Placarde	od ?	Vehi	ide Tra	rvel Di	rection		Northh	ound	100.	ZISo	uthha	100,000	0 105
Y	JS NO	ΠY	es 🗸 No		Eastb	ound	W	estbou	nd	No	t on Ro	adway		Unka	now
(U5) Special Function Vehic 1 - No Special Function	le	E	compt Vehicle	Eme	rgency	Vehic	de Res	pondin	g to Sc	ene?		-	_		-
Extent of Damage	D				_						L	Yes		No	_
- []//0	Damage Observed	Min	or Damage		Fu	nctions	al Dama	age	V	Town	ed Due	to Dis	abling	Dama	age
(U6) Most Damaged Area				(U7)	Most	Harmfu	d Even	1							
(U8) Pre Crash Actions				13.	Contro	or Veh	cie in	Tran	sport	hiele					
11 - Stopped in traffic				1 -	None	incon 8	Gildun	19161 104	13 - V8	IIICIS					
(U10) Sequence of Events	1			(U10	)) Seq	Jence	of Ever	nts 2							
21 - Motor Vehicle In Tr (U10) Sequence of Events	ansport			0.144	W.Co.	1000	of Free	de d							
1 - 107 and manuel of Evening				1010	) Sed	neuce	OI EVER	105 4							
Driver Bicycle	Pedestrian Ucer	ise Number	Active [	Nol	icens	P	ermit S	tate	Licens	se Cla	ss End	forsen	nents	Restr	ictio
DRIVER Last Name	Eirot Ma	ma			USU VED 4	spend	ed M	E	C	01	0			0	_
*	Pitst Na	ing.	M	* M	E*	wores	3			City			State	8 Z	qip
Citation Number Pendin	3			Viol	ation 1					Viola	tion 2				
OWNER Lost Name /ekin if	eama ac Driver) Eimi	Mama		-		44									_
*	Some as Driver) FESI	rvame	nai.	* M	NER A	valaress	\$			City			State	Z	p
(D1) Driver Distracted By				(D2)	) Cond	ition at	Time o	of Cras	h						
1 - Not Distracted				1-	Appa	rently	Norm	al			_		_		
1 - No Contributing Act	or Grash 1			(03)	) Drive	r Actio	ns at Ti	ime of	Crash	2					
Alcohol Test V Tes	t Not Given Ter	t Refused	Bloor			-			-	loohol	BACE	Result			_
Breath Urine	Other Chemica	al Test (Not F	ield Sobriety or PE	n L'	Alcoho	Test	Result	Pendin	9			tooun			
Drug Test	t Not Given Tes	t Refused	Blood	Dru	g Test	Result	t r	Pos	itive		egative	Г	Pend	00	
(D4) Non Motorist Location	at Time of Crash			(D5	Non	Motoris	Artio	n Prior	to Cra	sh			1. 0.0		
				100	,				10 010	011					
(D6) Non Motorist Action at	Time of Crash 1			(D6	) Non	Motoris	st Actio	n al Ti	me of (	Crash 2	2				
(D7) Pedestrian Maneuver	1			(DA	Biov	dist M-	neuve	18							_
				0	, unit		anoshoi i								
PERSON TYPE 1-Drive	r, 2-Passenger, 3-Pedes	trian, 6-Drive	Nowner, 7-Bicy	die, 8-P	asserg	er/Own	er, 24-L	ast Kno	wn Ope	rator 2	5-Last K	nown (	operator	Owne	r
1-Front Row 1-Left (driver)	SEAT POSITION OTHER 1-Sleeper Section of Cab	(Iruck)1-Not Ap	plicable 14	STRAM	IT SYST icable	EM		INJUE 1-Am	W TYPE	IN 1-	JURY AF	REA	INJURY 1-Fabel	DEGRE	E
3-Third Row 3-Right	2-Other Enclosed Cargo / 3- Unenclosed Cargo Are	a 3-Deploy	ed - Front 34	Vone Us Shoulder	ed - Mot	or Vehicito Belt Us	ed Occupa	3-Brok	iding ken Bone	s 2.	Head Neck		2-Incepte 3-Nonice	citating	tion
5-Other Row 5-Unknown	4-Trailing Unit 5-Riding on Motor Vehick	Ext 5-Deploy	ed - Side 44 ed - Other 54	shoulder ap Belt	Only Us	ly Used ed		4-But 5-Cor	ns cussion	4	Back Arm(s)		4-Possibi 5-No Iniv	le injury	
6-Unknown	(non-trailing unit) 6- Unknown	(knee, ali 6-Deploy	od - 7-	Restrain Child Re	t Used - straint -	Other Forward	Facino	6-Sho 7-Diz	ck ziness	6- 7-	Leg(s) Chest Sh	omach	NURY	INFO S	
1-Not Ejected 1-DOT-Ce	ISE moliant Motorcectie Helmet	Combina 7-Deploy	tion 8- ment - Ourtain gu	Child Re	straint -	Rear Fac	cing	8-Abr 9-Cor	nplaint of	ises & Pain 9	Internal Entire Bo	dy	1-Officer	Observ al Stat	ation
2-Ejected Partially 2-Other H 3-Ejected Totally 3-No Helm	imet		10	Booste	r Seet Restraint	- Other		10-01	her	1	0-Other		3-Medica Observer	I, Paran	nedic
												AMB	CODES -	see cod	io she
Parson Include Driver, Passengers Type	, Bioyolist, and Pedestrians	Sex	DOB	Seat Pos	Seal.	Seat Pos	Air Bag	Ejected	Restraint	Helmet	Injury	Injury	hjury	inj Info	A
Last Name, First Name, I		(407.0)		Row	103	Other	( setward	-	aysiam	050	Cogree	type	A160 1	Source	Co
		F	07/07/94	1	1		2	1	3		4	7	2	2	99
1 *															
1 *							1								
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1 *															

Init ID	THE Dung	VIN				License Pl	ate	State	(U1)	Unit T	/pe							٦
2	LIHIT RUN?	KNAG	E1230852	60973		*		ME	1-	Passer	nger C	ar Nov N	inter					4
No In	surance NAIC		insuran *	ce Company	Nam	c				*	IN B F	Dircy IN	unnen					
U2) Veh	nicle Make						Vehicle	Year	9	U3) Ve	hicle C	olor						
141Veh	A icle Configuratio	0					GVWR	or GC	WR	10 - K					_			-
04) Ven	tere overligeration						_<	10,000	lbs.	E	10,00	1 - 28	000 lbs	L	] > th	an 26,	000 lbs	3.
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#### ATTACHMENT 18A

**BASIC STANDARDS SUBMISSION** 



#### ATTACHMENT 18 - REVISED

#### STORMWATER AND EROSION AND SEDIMENTATION CONTROL

Applications must include evidence that affirmatively demonstrate that there will be no unreasonable adverse effect on surface water quality, including evidence that:

(a) The applicant will comply with all applicable stormwater management standards of 06-096 CMR 500, if the proposed facility is in the direct watershed of "waterbodies most at risk from new development"; and

The proposed project is not located within the direct watershed of a waterbody most at risk from new development.

Included in this section are the Basic Standard and General Standard submissions of the MDEP Chapter 500 Stormwater Law. These Standards address erosion and sedimentation control and stormwater quality consistent with the submission requirements of Chapter 400, Section 4.H and 4.J.

Refer to Attachment 12 for the preliminary findings of the geotechnical investigations that have been done to date, along with boring logs, which indicate that the soils are suitable for the proposed development.

(b) A waste water discharge license has been obtained or will be obtained, if required by 38 M.R.S.A. §413.

The proposed project does not require a waste water discharge license.





#### ATTACHMENT 18A

#### **BASIC STANDARD SUBMISSIONS**

An Erosion and Sedimentation Plan has been prepared for the MRC/Fiberight Processing Facility. The erosion control notes in this plan address permanent stabilization measures, seeding, and mulching rates, as well as the timing of installation. Construction and installation details are also provided for the project. Additional descriptions and specifications are provided in this section. The locations of silt fence and other erosion control devices have been shown on Sheet C101.

An Inspection and Maintenance Plan has also been included. This plan includes a list of measures to be inspected and maintained, as well as the frequency and responsible parties to implement the plan.

A Housekeeping Plan has also been included. This plan provides controls to address spill prevention and possible events that could result in discharges on the site.



#### EROSION AND SEDIMENTATION CONTROL

- 1. Pollution Prevention: The proposed project includes the construction of a solid waste processing facility in Hampden, Maine. The facility will include an administration building, processing facility building, parking areas, and truck maneuvering area. All disturbed areas, with the exception of the buildings, and parking/maneuvering areas, will be stabilized with vegetation or riprap. Proposed downgradient wooded areas will be protected with the use of silt fence or additional control devices if necessary during construction.
- 2. Sediment Barriers: Prior to construction, sediment barriers will be installed downgradient of all disturbed areas. Sediment barriers will include silt fence, bark mulch berms, or additional measures which may become necessary.

Sediment barriers will also be installed adjacent to any significant natural drainage channel, not otherwise protected. All installed sediment barriers will be maintained until disturbed areas are permanently stabilized.

3. **Temporary Stabilization:** Disturbed areas, which have lost natural vegetation cover, and will not be worked for more than seven days, will be temporarily stabilized. Areas within 75 feet of a wetland or waterbody will be stabilized within 48 hours of the initial disturbance or prior to any significant storm event, whichever comes first.

Temporary stabilization will include mulch or other non-erodible material such as erosion control mesh mats. In some instances temporary stabilization may include temporary mulch and seeding, based on the time until the area will be worked or permanently stabilized.

- 4. Removal of Temporary Sediment Control Measures: After permanent stabilization of disturbed areas has been completed, temporary measures, such as silt fence, will be removed within 30 days. Any accumulated sediments will be removed and any disturbed areas permanently stabilized.
- 5. **Permanent Stabilization:** Once proposed construction is completed all disturbed areas, not otherwise permanently stabilized, will be permanently stabilized with vegetation, seeding, or permanent mulch.

Vegetation plantings and seeding will include species which are suitable for the conditions of the area. Seeded areas will be protected with temporary mulch or erosion control blankets.

Concentrated flows will not be allowed on newly seeded areas until an adequate catch of vegetation is established. It may be necessary to reseed and mulch again if germination is sparse, plant coverage is spotty, or topsoil erosion is evident. For seeded areas, permanent stabilization means a 90% cover of healthy plants with no evidence of washing or rilling of the topsoil.



Other permanent measures associated with the project include the following:

- A. <u>Permanent Mulch</u>: Permanent mulching means total coverage of exposed area with an approved mulch material. Erosion control mix may be used as mulch for permanent stabilization according to the approved application rates and limitations.
- B. <u>Permanent Riprap</u>: Permanent riprap means that slopes and ditches stabilized with riprap have an appropriate backing of well-graded gravel or approved geotextile to prevent soil movement from behind the riprap. Properly sized angular stones will be utilized.
- C. <u>Permanent Ditches, Channels, and Swales</u>: Permanent stabilization means the channel is stabilized with a 90% cover of healthy vegetation or with a well-graded riprap lining. There must be no evidence of slumping of the channel lining, undercutting of the channel banks, or down-cutting of the channel.
- 6. Winter Construction: At this time no earthwork is expected during the Winter months. If unexpected Winter construction occurs, additional provision will be made to protect disturbed areas from runoff. "Winter construction" includes the time between November 1 and April 15.
- 7. **Stormwater Channels:** Ditches, swales, and open stormwater channels are planned as part of this project. They will be stabilized with either vegetation or riprap depending on the situation to prevent soil erosion.
- 8. Roads: The proposed entrance driveway will be treated by various BMPs.
- **9. Culverts:** Culverts utilized in this project will be protected on both ends and the outlet pool to prevent scour.
- **10. Parking Areas:** The proposed project includes parking areas graded to collect runoff in the various proposed BMPs.
- 11. Additional Requirements: No additional requirements are proposed at this time.



#### INSPECTION AND MAINTENANCE

#### **Maintenance Plan**

The Owner and their Contractor will be responsible for maintenance of stormwater and erosion and sedimentation control measures during the construction of the facility. The Owner will be responsible for post construction maintenance of the site and the devices that provide treatment for the stormwater from the site as well as erosion and sedimentation control measures on the site.

A Pre- and Post-Construction Maintenance Plan for the stormwater management system is included in this section. Any questions regarding the design and maintenance of the Stormwater Management and Erosion and Sedimentation Control Systems should be directed to:

Sean Thies, P.E. CES, Inc. P.O. Box 639 Brewer, ME 04412



#### MAINTENANCE PLAN OF STORMWATER MANAGEMENT SYSTEM

The Maine Department of Environmental Protection's (MDEP) Stormwater Management for Maine: Best Management Practices latest edition, and the MDEP's Chapter 500: Stormwater Management were used as guidelines in the development of this Maintenance Plan. General maintenance requirements are listed below.

#### A. DURING CONSTRUCTION

The general contractor will be responsible for the inspection and maintenance of all stormwater management system components during construction.

**Inspection:** Inspection of disturbed and impervious areas, erosion control measures, materials storage areas that are exposed to precipitation, and locations where vehicles enter or exit the site will be performed at least once a week as well as before and after a storm event, and prior to completing permanent stabilization measures. Inspections shall be conducted by a person with knowledge of erosion and stormwater control, including the standards and conditions in the permit.

**Maintenance:** All erosion control measures will be kept in effective operating condition until areas are permanently stabilized. If BMPs need to be maintained or modified, additional BMPs are necessary, or other corrective action is needed, implementation will be completed within seven calendar days and prior to any rainfall event.

**Documentation:** A log shall be kept summarizing the inspections and any corrective action taken. A copy of the log is provided at the end of this section, and is titled, *Construction Inspection Log*.

#### B. POST-CONSTRUCTION

The Owner will be responsible for the inspection and maintenance of all stormwater management system components associated with the proposed project.

#### Inspection and Corrective Action

**1. Vegetated Areas:** Inspections and maintenance of vegetated areas will be performed early in the growing season or after significant rainfall to identify any erosion problems. Areas where erosion is evident will be covered with an appropriate lining, or erosive flows will be diverted to an area able to handle the flows. Any bare areas or areas with sparse growth will be replanted.

- 2. Stormwater Underdrain Soil Filters: Maintenance of the underdrain soil filters built for the treatment of stormwater will at a minimum include the items listed below.
  - a. <u>Soil Filter Inspection</u>: The soil filter should be inspected after every major storm in the first few months to ensure proper function. Thereafter, the filter should be inspected at least once every six months to ensure that it is draining within 48 hours following a 1 inch or greater rain storm: and that, following storms that fill the area to overlow, the area must drain in no less than 36 to 60 hours. If the system drains too fast, the orifice on the underdrain outlet may need to be modified.



- b. <u>Soil Filter Replacement</u>: The vegetation within the underdrain soil filter shall be rototilled if the filter area does not drain within 48 hours. The top several inches of the filter shall be replaced with fresh material when water ponds on the surface of the bed for more than 72 hours. The removed sediments should be disposed in an acceptable manner.
- c. <u>Sediment Removal</u>: Sediment and plant debris should be removed from the pretreatment structure at least annually.
- d. <u>Mowing</u>: Filters with grass cover should be mowed no more than two times per growing season to maintain grass heights less than 12-inches.
- e. <u>Fertilization</u>: Fertilization of the underdrained filter area should be avoided unless absolutely necessary to establish vegetation.
- f. <u>Harvesting and Weeding</u>: Harvesting and pruning of excessive growth will need to be done occasionally. Weeding to control unwanted or invasive plants may also be necessary. Add new mulch as necessary for bioretention cell.
- g. <u>Roadway</u>: Sweeping of the roadways may be necessary to remove and legally dispose of any accumulated sediments.

#### C. DOCUMENTATION

A log shall be kept summarizing the inspections, maintenance, and any corrective action taken. A copy of the log is provided at the end of this section, and is titled, BMP Inspection Log.



#### HOUSEKEEPING

The following performance standards are proposed for the project.

- 1. **Spill Prevention:** Controls must be used to prevent pollutants from being discharged from materials on site, including storage practices to minimize exposure of the materials to stormwater, and appropriate spill prevention, containment, and response planning and implementation.
- 2. Groundwater Protection: During construction, liquid petroleum products and other hazardous materials with the potential to contaminate groundwater may not be stored or handled in areas of the site draining to an infiltration area. An "infiltration area" is any area of the site that by design or as a result of soils, topography and other relevant factors accumulates runoff that infiltrates into the soil. Dikes, berms, sumps, and other forms of secondary containment that prevent discharge to groundwater may be used to isolate portions of the site for the purposes of storage and handling of these materials.
- 3. Fugitive Sediment and Dust: Actions must be taken to ensure that activities do not result in noticeable erosion of soils or fugitive dust emissions during or after construction. Oil may not be used for dust control. Operations during wet months that experience tracking of mud off the site onto public roads should provide for sweeping of road areas at least once a week and prior to significant storm events. Where chronic mud tracking occurs, a stabilized construction entrance should be provided. Operations during dry months, that experience fugitive dust problems, should wet down the access roads once a week or more frequently as needed.
- **4. Debris and Other Materials:** Litter, construction debris, and chemicals exposed to stormwater must be prevented from becoming a pollutant source.
- **5. Trench or Foundation De-Watering:** Trench de-watering is the removal of water from trenches, foundations, coffer dams, ponds, and other areas within the construction area that retain water after excavation. In most cases the collected water is heavily silted and hinders correct and safe construction practices. The collected water must be removed from the ponded area, either through gravity or pumping, and must be spread through natural wooded buffers or removed to areas that are specifically designed to collect the maximum amount of sediment possible, like a cofferdam sedimentation basin. Avoidance measures shall be implemented to prevent water from flowing over disturbed areas of the site. Equivalent measures may be taken if approved by the department.
- 6. Non-Stormwater Discharges: Identify and prevent contamination by non-stormwater discharges.
- 7. Additional Requirements: Additional requirements may be applied on a site-specific basis.



#### ATTACHMENT 18B

STORMWATER QUALITY CONTROL NARRATIVE



#### ATTACHMENT 18B

#### STORMWATER QUALITY CONTROL NARRATIVE

The proposed development will be located on a parcel of land in Hampden approximately 90 acres in size. The existing site of the development is undeveloped and covered mainly by woodland. Shaw Brook is classified as an Urban Impaired Stream and is located to the west of the proposed parcel. Runoff from the site generally drains to a large forested wetland area to the south of the parcel before eventually discharging to the Penobscot River. Runoff from the proposed parcel does not discharge to Shaw Brook. The proposed development includes the construction of a 144,000 square foot processing building, a 9,800 square foot administrative building, scales and scale shack, and associated parking and maneuvering areas. The Chapter 500 Stormwater Management Standards require this project to meet basic, general, and flooding standards. Basic standards as outlined in Attachment 18A include: erosion and sedimentation control; inspection; and maintenance and housekeeping; respectively.

General standards require a minimum of 95% of the impervious area and 80% of the developed area associated with a project to receive treatment measures. This project proposes to treat the new development by utilizing a combination of three vegetated underdrained soil filters (VUDSF) and a roofline drip edge filter per the Maine Department of Environmental Protection's (MDEP) Stormwater BMP Manual. Treating approximately 266,661 square feet of impervious area and 379,338 square feet of developed area is 100% of the proposed project impervious area and 89.58% of the proposed project developed area. The following charts summarize the impervious and developed area proposed to be permitted by the project, as well as the treatment structure, area treated, and relationship with the total developed and impervious areas for the project.

PROJECT AREA	IMPERVIOUS AREA	DEVELOPED AREA
Proposed Site Area	266,661 SF	423,444 SF
Total	266,661 SF	423,444 SF

TREATMENT METHOD	IMPERVIOUS AREA TREATED	DEVELOPED AREA TREATED
VUDSF 1	94,425 SF	140,184 SF
VUDSF 2	56,218 SF	110,958 SF
VUDSF 3	50,574 SF	59,924 SF
Roof Dripline Filter	65,444 SF	68,272 SF
Total Area Treated	266,661SF	379,338 SF
Percent Treated of Areas	100%	89.58%

A description of the treatment systems are as follows.

1. Underdrained Soil Filter 1: Impervious Area: 94,425 SF Landscaped Area: 45,759 SF



Chapter 500 sizing is based on 1" × the impervious area + 0.4" × the landscape area. 94,425 SF x 1" = 7,869 CF of Required Storage 45,759 SF x 0.4" = 1,525 CF of Required Storage 9,394 CF of Required Storage. 9,851 CF was provided by design.

Surface Area of filter is based on 5% x impervious area + 2% x landscape are. 94,425 SF x .05 = 4,722 45,759 SF x .02 = 916 5,638 SF of Required Filter Area. 5,700 SF was provided by design.

2. Underdrained Soil Filter 2: Impervious Area: 50,574 SF Landscaped Area: 9,350 SF

Chapter 500 sizing is based on 1" × the impervious area + 0.4" × the landscape area. 50,574 SF x 1" = 4,215 CF of Required Storage 9,350 SF x 0.4" = 312 CF of Required Storage 4,527 CF of Required Storage. 8,134 CF was provided by design.

Surface Area of filter is based on 5% x impervious area + 2% x landscape are. 50,574 SF x .05 = 2,529 9,350 SF x .02 = 187 2,716 SF of Required Filter Area. 2,750 SF was provided by design.

3. Underdrained Soil Filter 3: Impervious Area: 56,218 SF Landscaped Area: 54,740 SF

Chapter 500 sizing is based on  $1" \times$  the impervious area + 0.4"  $\times$  the landscape area. 56,218 SF x 1" = 4,685 CF of Required Storage 54,740 SF x 0.4" = 1,825 CF of Required Storage 6,510 CF of Required Storage. 7,578 CF was provided by design.

Surface Area of filter is based on 5% x impervious area + 2% x landscape are. 56,218 SF x .05 = 2,811 54,740 SF x .02 = 1,095 3,906 SF of Required Filter Area. 3,950 SF was provided by design.

4. Roof Dripline Filter: A roof dripline will be constructed along most of the southern edge of the proposed building. The size of the dripline was determined by the requirement that storage was needed to meet the flooding standards. At 40% porosity, the minimum crushed rock treatment storage area required is 5.5-feet wide by 5-feet deep. This is what was provided by design.

The proposed stormwater quality control devices have been designed according to the standards outlined in the *Stormwater Management for Maine, Volume III BMP Manual,* January 2006 and revised April 2007. Construction and maintenance will be according to standards outlined in this manual.



### **ATTACHMENT 20**

UTILITIES



# WASTEWATER TREATMENT PLANT

Andrew F. Rudzinski, Director Water Quality Management andy.rudzinski@bangormaine.gov

February 17, 2016

Travis Noyes, P.E. CES, Inc. 465 South Main St. P.O. Box 639 Brewer, ME 04412

#### RE: NEW SEWER SERVICE FOR FIBERIGHT FACILITY, HAMPDEN

Dear Travis Noyes, P.E.:

We have reviewed the information, provided by you, pertinent to the above subject matter. Information provided, to this point, is limited to an estimated daily flow of 150,000 gpd.

The wastewater treatment plant (WWTP) has capacity, at this time, to accept this additional flow during "dry-weather" (non-CSO) conditions. Flow will be curtailed during CSO events. It will be the responsibility of the user to make alternative arrangements such as on-site storage or trucking to alternative sites during these times.

The user shall meet all requirements of the Federal and State Pretreatment regulations, the Town of Hampden and City of Bangor Sewer Use Ordinance concerning reporting, construction & maintenance, installation of sample points, flow metering devices and other pretreatment controls. The user shall provide access to City & Town personnel for purposes of inspection & sample collection. All such provisions shall be submitted to the Pretreatment Coordinator for pre-approval, including drawings, plans... ect. The user will also be required to provide the City with an Industrial User Permit Application and a Pretreatment Survey & Disclosure form.

Should it be determined that, for any reason whatsoever, adverse effects are noted, or anticipated, at the WWTP, the user shall be required to pre-treat discharge to acceptable levels. Local limits or Categorical limits, as appropriate, shall be met & maintained. Other pollutants of concern shall be monitored as needed. Additionally, flows shall not result in "slug loads" at any time and equalization shall be provided for.

760 Main St. 
 Bangor, Maine 04401
 207.992.4470 
 Fax 207.947.3537

The Town of Hampden & City of Bangor reserve the right to modify, amend or reject any agreement, plan or proposal for the purpose of protecting the integrity of the WWTP, sewer collection system and any and all control mechanisms in existence.

Should you have any questions or comments, please contact me.

Sincerely,

Amhali

Amanda Smith Industrial Pretreatment Coordinator Safety Coordinator City of Bangor- WWTP 760 Main St. Bangor, Maine 04401 (207)992-4471 amanda.smith@bangormaine.gov

cc: Angus Jennings - Hampden Town Manager

Sean Currier - Hampden Public Works Director

Andrew Rudzinski - Bangor Director of Water Quality Management





**ATTACHMENT 21** 

FLOODING


# **ATTACHMENT 21**

#### FLOODING STORMWATER MANAGEMENT QUANTITY REPORT

As shown on the included Flood Insurance Map, the Fiberight facility is not located in, or within 1/4 mile, of the 100 year flood plain.

Consistent with Department regulations, a 25-year, 24-hour storm event was modeled to determine the necessary detention and outlet sizing requirements. Stormwater modeling was completed using HydroCAD software. Included in this Attachment are the HydroCAD software results for the 2-year, 10-year, and 25-year storm events, the Pre and Post Stormwater Hydrology Plans, and a narrative describing the pre and post hydrology calculations. The Proposed Site Plan included in Attachment 12 outlines the proposed development. The pre and post development conditions for the project are described below. The following narratives, calculations, and plans address the requirements of Chapter 400.4.M.2(b-i).

#### PRE DEVELOPMENT/EXISTING CONDITIONS

The proposed development will be located on a parcel of land in Hampden approximately 90 acres in size. The parcel is undeveloped and covered mainly by woodland. Shaw Brook is classified as an Urban Impaired Stream and is located approximately 3,000 feet to the west of the existing parcel. Runoff from the site generally drains to a large forested wetland area to the south of the parcel before eventually draining to the Penobscot River. Runoff from the proposed parcel does not drain to Shaw Brook. Similarly, in the post development conditions, the runoff will not drain to Shaw Brook.

#### PRE DEVELOPMENT DRAINAGE

The attached predevelopment hydrology plan shows four drainage areas for the portion of the site studied. The area south of the development was not studied as this portion of the site is not proposed to be developed as part of this application. All four subareas are comprised mostly of wooded areas and all drain toward the south.

#### POST DEVELOPMENT/PROPOSED CONDITIONS

The proposed development includes the construction of a 144,000 square foot processing building, a 9,800 square foot administrative building, scales and scale house, and associated parking and maneuvering areas. The proposed development will be built over a portion of previously undeveloped land and will add approximately 9.7 acres of developed area to the existing site. The development will be treated with a combination of three vegetated underdrained soil filters and a roofline drip edge filter. All of these treatment measures discharge toward the south and west ends of the site before re-joining the pre-development flow paths.

#### POST DEVELOPMENT DRAINAGE

The attached post developed hydrology plan shows eight drainage areas. **Subarea 1** includes the wooded area north of the proposed development and drains southerly to a proposed grassed swale along the north side of the driveway. The grass swale delivers stormwater runoff from the wooded area to a culvert under the driveway where it discharges near the outlet for VUDSF #3. **Subarea 2** includes the employee parking, Administrative Building, and portions of the Process Building, driveway, and access road. Stormwater from this area will flow toward a



grassed swale to the west of the Administrative Building which will discharge to a vegetated underdrained soil filter for treatment. Subareas 3a and 3b include most of the southern half of the Process Building roof. Stormwater from the roof will drain to the south and be captured in a roofline drip edge filter for treatment prior to discharging offsite. **Subarea 4** includes the scales, and portions of the northern half of the Process Building roof, driveway, and tank area. Stormwater from this area will flow toward the grassed area between the driveway and the building where it will be collected in a vegetated underdrained soil filter prior to discharging Subarea 5 includes a mostly wooded area to the northeast of the proposed offsite. Stormwater from this area generally drains toward the south before being development. diverted around the driveway and maneuvering areas by a vegetated ditch prior to joining a wetland area to the east of the site. Subarea 6 includes the truck maneuvering areas for the loading/unloading area. This area is predominantly paved and stormwater will flow toward the south where it will be collected in a vegetated underdrained soil filter prior to being discharged offsite. Subarea 7 includes the wooded area to the south of the facility. Stormwater will generally sheet flow to the southwest toward the existing forested wetland area as it did prior to the development. Subarea 8 includes the wooded area to the southwest of the facility. Stormwater will generally sheet flow to the southwest toward the existing forested wetland area as it did prior to the development. Subarea 9 includes vegetated area between the northwest side of the proposed processing facility and the proposed roadway. Runoff from the area drains southwesterly along the proposed roadway to a freshwater wetland south of the project site area.

 
 24 HOUR, TYPE III DURATION STORM

 2 YEAR PRE/POST (CFS)
 10 YEAR PRE/POST (CFS)
 25 YEAR PRE/POST (CFS)

 Summation Point 1
 6.98/5.85
 15.20/14.85
 19.63/17.59

 Summation Point 2
 3.85/3.60
 8.39/8.16
 10.83/10.81

A comparison of pre and post development flows for the project at the analysis point follows.

# POST DEVELOPMENT ANALYSIS

The results of the analysis for this site indicate that there is a reduction in runoff from both summation points, and that all of the stormwater treatment measures are sized adequately to handle storm water runoff from 2, 10, and 25-year storm events. Accordingly, there are no anticipated adverse impacts to the down-gradient areas, and as a result the development will have no unreasonable effect on run-on, run-off, and/or infiltration relationships on-site or on adjacent properties.







MAINE EROSION AND SEDIMENT CONTROL BMP - 3/2003















SECTION

# **TYPICAL CULVERT TRENCH DETAIL**

1. PAYMENT LIMITS SHALL BE 6' WIDE (3' EACH SIDE OF CULVERT)

NOTE:



#### BACKFILL -8" COMPACTED TRENCH TO GRADE WITH 3/4" CRUSHED DIA. CLEAN STONE CRUSHED STONE -- WATER PROOFING MEMBRANI - 2" EXTRUDED POLYSTYRENE GEOTEXTILE MIRAFI 160 N OR APPROVED EQUAL-- STRUCTURAL BACKFILL MATERIAL - UNDISTURBED SOIL FILTER MEDIA, -SOIL MINERAL SOIL W/ 4-7% FINES PASSING #200 SIEVE ¾" DIA. CLEAN CRUSHED STONE UNDERDRAIN (PERFORATIONS DOWN)

**TYPICAL FROST WALL BACKFILL & DRIP LINE BMP DETAIL** 

x—\_\_\_X\_\_\_X\_\_\_\_X\_\_\_\_\_\_\_

-1 LAYER OF 3/4"

5'-6"

SEE SITE PLAN

FOR ADJACENT

COVER TYPES -

N.T.S.



**C501** 



- ALL SEDIMENTATION AND EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE MAINE EROSION AND SEDIMENTATION CONTROL BMPS, PUBLISHED BY THE BUREAU OF LAND AND WATER QUALITY, MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION, LATEST EDITION.
- SILT FENCE WILL BE INSPECTED, REPLACED AND/OR REPAIRED IMMEDIATELY FOLLOWING ANY SIGNIFICANT RAINFALL OR SNOW MELT OR LOSS OF SERVICEABILITY DUE TO SEDIMENT ACCUMULATION. AT A MINIMUM, ALL EROSION CONTROL DEVICES WILL BE OBSERVED WEEKLY.
- 3. DURING THE CONSTRUCTION PHASE, INTERCEPTED SEDIMENT WILL BE RETURNED TO CONSTRUCTION SITE.
- SEDIMENT CONTROL DEVICES SHALL REMAIN IN PLACE AND BE MAINTAINED BY THE CONTRACTOR UNTIL AREAS UPSLOPE ARE STABILIZED BY A SUITABLE GROWTH OF GRASS. ONCE A SUITABLE GROWTH OF GRASS HAS BEEN OBTAINED, ALL TEMPORARY EROSION CONTROL ITEMS SHALL BE REMOVED BY THE CONTRACTOR. ANY SEDIMENT DEPOSITS REMAINING IN PLACE AFTER THEY ARE REMOVED SHALL BE DRESSED TO CONFORM WITH THE EXISTING GRADE, PREPARED, SEEDED, AND MULCHED IMMEDIATELY
- ALL DISTURBED AREAS WILL BE SEEDED WITH 2.5 LBS. RED FESCUE AND 0.5 LBS. RYE GRASS PER 1,000 SQUARE FEET AND MULCHED AT A RATE OF 90 LBS. PER 1,000 SQUARE FEET OR EQUIVALENT APPLICATION OF SEED AND MULCH.
- 6. A SUITABLE BINDER SUCH AS CURASOL OR TERRTACK WILL BE USED ON THE HAY MULCH FOR WIND CONTROL. IF FINAL SEEDING OF DISTURBED AREAS IS NOT COMPLETED BY SEPTEMBER 15th OF THE YEAR OF CONSTRUCTION, THEN ON THAT DATE THESE AREAS WILL BE GRADED AND SEEDED WITH WINTER RYE AT THE RATE OF 112 POUNDS PER ACRE OR 3 POUNDS PER 1000 SQUARE FEET. THE RYE SEEDING WILL BE PRECEDED BY AN APPLICATION OF 3 TONS OF LIME AND 800 LBS. OF 10-20-20 FERTILIZER OR ITS EQUIVALENT. MULCH WILL BE APPLIED AT A RATE OF 90 POUNDS PER 1000 SQUARE FEET.
- 8. IF THE RYE SEEDING CANNOT BE COMPLETED BY OCTOBER 1st OR IF THE RYE DOES NOT MAKE ADEQUATE GROWTH BY DECEMBER 1st, THEN ON THOSE DATES, HAY MULCH WILL BE APPLIED AT 150 POUNDS PER 1000 SQUARE FEET.
- ALL CATCH BASINS ARE TO BE PROTECTED BY STRAW BALE OR SILTFENCE IN ACCORDANCE WITH SECTION B-3 STORM DRAIN INLET PROTECTION OF THE MAINE BMP HANDBOOK. SURROUNDING AREAS CAN BE EXCAVATED OR LEFT LOW AS A SEDIMENT TRAP. CURB INLETS SHALL BE PROTECTED BY GUTTERGATORS, OR APPROVED EQUIVALENT.
- 10. INTERIOR SILT FENCES ALONG CONTOUR DIVIDING FLAT AND STEEP SLOPES, AREAS WITH DIFFERENT DISTURBANCE SCHEDULES, AROUND TEMPORARY STOCKPILES OR IN OTHER UNSPECIFIED POSSIBLE CIRCUMSTANCES SHOULD BE CONSIDERED BY THE CONTRACTOR. THE INTENT OF SUCH INTERIOR SILT FENCES IS TO LIMIT SEDIMENT TRANSPORT WITHIN THE SITE TOWARD THE PROTECTED CATCH BASIN INLETS TO MINIMIZE SEDIMENT REMOVAL REQUIRED BY THE EROSION CONTROL NOTE 9 PROTECTIONS AND EXTEND LIFE OF SUCH DEVICES.
- THE CONTRACTOR SHALL PROVIDE A SEDIMENT BASIN FOR ALL WATER PUMPED FROM EXCAVATIONS. BASIN SHALL BE DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH THE "MAINE EROSION AND SEDIMENT HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES". THE CONTRACTOR SHALL SUBMIT FOR REVIEW/APPROVAL PRIOR TO BEGINNING ANY PROJECT WORK.
- 12. CONSTRUCTION OVERSIGHT: THE OWNER WILL RETAIN THE SERVICES OF A PROFESSIONAL ENGINEER TO INSPECT THE CONSTRUCTION AND STABILIZATION OF ALL STORMWATER MANAGEMENT STRUCTURES. IF NECESSARY, THE INSPECTING ENGINEER WILL INTERPRET THE POND'S CONSTRUCTION PLAN FOR THE CONTRACTOR. ONCE ALL STORMWATER MANAGEMENT STRUCTURES ARE CONSTRUCTED AND STABILIZED, THE INSPECTING ENGINEER WILL NOTIFY THE DEPARTMENT IN WRITING WITHIN 30 DAYS TO STATE THAT THE WORK HAS BEEN COMPLETED. ACCOMPANYING THE ENGINEER'S NOTIFICATION MUST BE A LOG OF THE ENGINEER'S INSPECTIONS GIVING THE DATE OF EACH INSPECTION, THE TIME OF EACH INSPECTION, AND THE ITEMS INSPECTED ON EACH VISIT, AND INCLUDE ANY TESTING DATA OR SIEVE ANALYSIS DATA OF EVERY MINERAL SOIL AND SOIL MEDIA SPECIFIED IN THE PLANS AND USED ON SITE.
- UNDERDRAINED FILTER BASINS: 13. 7CBGHFI 7HCB'G9EI 9B79. THE SOIL FILTER MEDIA AND VEGETATION MUST NOT BE INSTALLED UNTIL THE AREA THAT DRAINS TO THE FILTER HAS BEEN PERMANENTLY STABILIZED WITH PAVEMENT OR OTHER STRUCTURE, 90% VEGETATION COVER, OR OTHER PERMANENT STABILIZATION UNLESS THE RUNOFF FROM THE CONTRIBUTING DRAINAGE AREA IS DIVERTED AROUND THE FILTER UNTIL STABILIZATION IS COMPLETED COMPACTION OF SOIL FILTER: FILTER SOIL MEDIA AND UNDERDRAIN BEDDING MATERIAL MUST BE COMPACTED TO BETWEEN 90% AND 92% STANDARD PROCTOR. THE BED SHOULD BE INSTALLED IN AT LEAST 2 LIFTS OF 9 INCHES TO PREVENT POCKETS OF LOOSE MEDIA. CONSTRUCTION OVERSIGHT: INSPECTION BY A PROFESSIONAL ENGINEER WILL OCCUR AT A MINIMUM:
- AFTER THE PRELIMINARY CONSTRUCTION OF THE FILTER GRADES AND ONCE THE UNDERDRAIN PIPES ARE INSTALLED BUT NOT BACKFILLED,
- AFTER THE DRAINAGE LAYER IS CONSTRUCTED AND PRIOR TO THE INSTALLATION OF THE FILTER MEDIA. AFTER THE FILTER MEDIA HAS BEEN INSTALLED AND SEEDED. BIO-RETENTION CELLS MUST BE STABILIZED PER THE PROVIDED PLANTING SCHEME AND DENSITY FOR THE CANOPY COVERAGE OF 30 AND 50%. AFTER ONE YEAR TO INSPECT HEALTH OF THE VEGETATION AND MAKE CORRECTIONS, AND
- ALL THE MATERIAL USED FOR THE CONSTRUCTION OF THE FILTER BASIN MUST BE CONFIRMED AS SUITABLE BY THE DESIGN ENGINEER. TESTING MUST BE DONE BY A CERTIFIED LABORATORY TO SHOW THAT THEY ARE PASSING DEP SPECIFICATIONS.
- TESTING AND SUBMITTALS: THE CONTRACTOR SHALL IDENTIFY THE LOCATION OF THE SOURCE OF EACH COMPONENT OF THE FILTER MEDIA. ALL RESULTS OF FIELD AND LABORATORY TESTING SHALL BE SUBMITTED TO THE PROJECT ENGINEER FOR CONFIRMATION. THE CONTRACTOR SHALL: SELECT SAMPLES FOR SAMPLING OF EACH TYPE OF MATERIAL TO BE BLENDED FOR THE MIXED FILTER MEDIA AND SAMPLES OF THE UNDERDRAIN BEDDING MATERIAL. SAMPLES MUST BE A COMPOSITE OF THREE DIFFERENT
- LOCATIONS (GRABS) FROM THE STOCKPILE OR PIT FACE. SAMPLE SIZE REQUIRED WILL BE DETERMINED BY THE TESTING LABORATORY PERFORM A SIEVE ANALYSIS CONFORMING TO STM C136 (STANDARD TEST METHOD FOR SIEVE ANALYSIS OF FINE AND COURSE AGGREGATES 1996A) ON EACH TYPE OF THE SAMPLE MATERIAL. THE RESULTING SOIL FILTER MEDIA
- MIXTURE MUST HAVE 8% TO 12% BY WEIGHT PASSING THE #200 SIEVE. A CLAY CONTENT OF LESS THAN 2% (DETERMINED HYDROMETER GRAIN SIZE ANALYSIS) AND HAVE 10% DRY WEIGHT OF ORGANIC MATTER. PERFORM A PERMEABILITY TEST ON THE SOIL FILTER MEDIA MIXTURE CONFORMING TO ASTM D2434 WITH THE MIXTURE COMPACTED TO 90-92% OF MAXIMUM DRY DENSITY BASED ON ASTM D698.
- STONE BERMED LEVEL LIP SPREADER 14. INSPECTIONS BY A PROFESSIONAL ENGINEER SHALL CONSIST OF WEEKLY VISITS TO THE SITE TO INSPECT EACH LEVEL SPREADERS CONSTRUCTION, STONE BERM MATERIAL AND PLACEMENT, SETTLING BASIN FROM INITIAL GROUND DISTURBANCE TO FINAL STABILIZATION OF THE LEVEL SPREADER.
- ROOF DRIP EDGE FILTERS: INSPECTIONS BY A PROFESSIONAL ENGINEER SHALL CONSIST OF WEEKLY VISITS TO THE SITE TO INSPECT EACH THE ROOF DRIP EDGE FILTER'S UNDERDRAIN CONSTRUCTION, FILTER MATERIAL PLACEMENT, AND OVERFLOW FROM INITIAL GROUND DISTURBANCE TO FINAL STABILIZATION OF THE FILTER.
- 22. DEWATERING A DEWATERING PLAN IS NEEDED TO ADDRESS EXCAVATION DE-WATERING FOLLOWING HEAVY RAINFALL EVENTS OR WHERE THE EXCAVATION MAY INTERCEPT THE GROUNDWATER TABLE DURING CONSTRUCTION. THE COLLECTED WATER NEEDS TREATMENT AND A DISCHARGE POINT THAT WILL NOT CAUSE DOWNGRADIENT EROSION AND OFFSITE SEDIMENTATION OR WITHIN A RESOURCE. PLEASE FOLLOW THE DETAILS OF SUCH A PLAN.
- 23. BASIC STANDARDS EROSION CONTROL MEASURES: MINIMUM EROSION CONTROL MEASURES WILL NEED TO BE IMPLEMENTED AND THE CONTRACTOR WILL BE RESPONSIBLE TO MAINTAIN ALL COMPONENTS OF THE EROSION CONTROL PLAN UNTIL THE SITE IS FULLY STABILIZED. HOWEVER, BASED ON SITE AND WEATHER CONDITIONS DURING CONSTRUCTION, ADDITIONAL EROSION CONTROL MEASURES MAY NEED TO BE IMPLEMENTED. ALL AREAS OF INSTABILITY AND EROSION MUST BE REPAIRED IMMEDIATELY DURING CONSTRUCTION AND NEED TO BE MAINTAINED UNTIL THE SITE IS FULLY STABILIZED OR VEGETATION IS ESTABLISHED. A CONSTRUCTION LOG MUST BE MAINTAINED FOR THE EROSION AND SEDIMENTATION CONTROL INSPECTIONS AND MAINTENANCE

THE MAINE EROSION AND SEDIMENT CONTROL HANDBOOK FOR CONSTRUCTION: BEST MANAGEMENT PRACTICES AS PUBLISHED IN 1991 BY THE CUMBERLAND COUNTY SOIL AND WATER CONSERVATION DISTRICT AND THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION HAS BEEN CHANGED TO THE "MAINE EROSION AND SEDIMENT CONTROL BMPS" PUBLISHED BY THE MAINE DEP IN 2003. ALL REFERENCES SHOULD BE CHANGED TO THE NEW MANUAL. HTTP://WWW.MAINE.GOV/DEP/BLWQ/DOCSTAND/ESCBMPS/INDEX.HTM













**EROSION CONTROL BERM** 

**EROSION CONTROL BERM DETAIL** N.T.S.

LEVEL LIP SPREADER DETAILS N.T.S.

N.T.S.

**C502** 

10973.003



# **ATTACHMENT 22**

**RESIDUALS AND WASTE DERIVED PRODUCT DISTRIBUTION LIST** 



498 Maine Ave. P.O. Box 980 Bangor, ME 04402-980 Tele. 207-941-9595 Fax 207-942-0101

February 10, 2016

Mr. Alan P Iantosca Fiberight LLC PO Box 21171 Catonsville, MD 21228

Dear Alan,

Bangor Gas has surveyed and assessed the Loring Pipeline between Union Street in Bangor and Hampden. The pipe is in very good condition and we have completed 85% of the work needed to put natural gas in this section. We have replaced all the old oil valves to new gas valves and installed a corrosion control system in general accordance with PHMSA Chapter 192 rules for natural gas pipelines.

τ

The last part of our due diligence on this section of pipe is to replace a 100' of pipe that is under a creek as we can't see the pipe to inspect the cathodic protection wrapping around it, so it makes more sense just to replace that section. We anticipate that the required work together with testing and modification will be completed prior to the Fiberight facility coming on line.

Regards

Andrew Barrowman Manager Sales & Marketing



# **ATTACHMENT 23**

**OPERATIONS AND MAINTENANCE MANUAL** 

# **OPERATION AND MAINTENANCE MANUAL**

FOR

FIBERIGHT, LLC HAMPDEN, MAINE

Manual Prepared By: CES, Inc. 465 South Main Street P.O. Box 639 Brewer, ME 04412 207.989.4824

> MARCH 201<u>6</u> JN: 11293.001



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# **APPENDICES**

- A. Location Map and Site Plan
- B. Solid Waste License
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# FOREWORD

The purpose of this Operations and Maintenance (O&M) Manual, hereinafter referred to as "Manual" is to provide guidance to Fiberight, LLC (Fiberight) management and operating personnel for the operations and maintenance of the proposed processing facility (facility) located on a 95 +/- acre parcel in Hampden, Maine. This facility will be owned and operated by Fiberight. The Municipal Review Committee, Inc. (MRC) and Fiberight have an agreement as such that the MRC and its member communities will supply the Municipal Solid Waste (MSW) required to operate the facility. Fiberight submitted a Solid Waste Processing Facility License Application to the Maine Department of Environmental Protection (MDEP) in May 2015. This Manual is intended to ensure that Fiberight operates its facility in accordance with their Solid Waste License and the operational requirements specified in 06 096 CMR Chapter 409.4, last revised July 27, 2014. The facility is located off the Coldbrook Road approximately 0.6 miles to the south of Interstate 95. Refer to the Location Map in **Appendix A**.

This Manual has been prepared to conform with the Maine Solid Waste Management Regulations (MSWRs) effective November 2, 1998. Refer to a copy of the appropriate regulations in **Appendix C**.

Personnel involved in the daily operation of the facility consist of management and employees retained by Fiberight.

Fiberight is responsible for ensuring that operations are carried out in accordance with the current SWMRs, the facility's Solid Waste License, and this Manual. This responsibility includes policy decisions, contractual arrangements, maintenance, accounting, fiscal, and other operations pertinent to the management and operation of the facility.

All on-site work will be performed by employees of Fiberight. Personnel operating the facility shall be familiar with, and follow, this Manual's intent and general direction. No Manual can provide complete details or answers to all day-to-day problems and situations. Each operation is different. The Site Supervisor or Manager shall record any operational challenges that may arise and ensure corrective measures are taken as required. This information can be used to refine the Manual and provide guidance for facility operational changes if necessary. **Appendix I** contains a list of agencies, firms, and personnel that can provide assistance and answer any questions you may have regarding this Manual and basic operation of the facility.



# **GENERAL FACILITY OPERATIONS**

#### A. OPERATIONS MANUAL

The Fiberight facility must be operated in accordance with this Manual which incorporates the operating requirements of its license and the Solid Waste Management Regulations (SWMRs). This Manual must be available for inspection by the Maine Department of Environmental Protection (MDEP) staff during normal business hours. This Manual must be updated to keep current with operational changes implemented at the processing facility.

This Manual includes the information that would enable supervisory and operating personnel, and persons evaluating the operation of the facility, to determine the manner in which policies, procedures, monitoring, maintenance, inspection, and legal requirements that are followed to ensure safe and environmentally sound operation on a daily and yearly basis.

A copy of the facility license, including amendments and revisions to that license, and a copy of the applicable sections of the most recent SWMRs can be found in **Appendices B** and **C**, respectively.

#### B. GENERAL OPERATIONS

The Fiberight facility in Hampden is designed to process 650 tons per day of Municipal Solid Waste (MSW). The MSW generated within area communities, including 187 member communities of the Municipal Review Committee (MRC), will be delivered to the facility on a 5½ day basis in such volumes to support the daily processing rate. The facility has been designed to be able to accept a peak daily delivery of 950 tons per day of MSW. The as-delivered MSW is first pre-sorted to remove waste which cannot be processed ("Non-processible Waste"), such as inert materials, large bulky items, and waste which, in the reasonable judgment of the operator based upon visual inspection at the time of delivery could, if processed, result in damage to the facility, interruption of normal facility operations, or cause extraordinary processing or maintenance costs, solely by the virtue of the physical or chemical properties of such waste.

The pre-sorted material is then conveyed to a primary trommel where the processible waste over 20-inches is removed and routed to a shredder for size reduction<sup>1</sup>. The 1½-2-inch post shredder material is then sent to the fines processing system. The 20-inch minus material is routed to a screen where the 2-inch minus fines containing glass, grit, and small organic materials are removed and routed to the fines processing system. The over 2-inch material is sent to a continuous pulper undergoing a pulping process which produces a biomass pulp and a reject stream containing the majority of the recyclables. The pulper reject stream is then subjected to a second sort process in which the recyclables in the stream are segregated into their individual components for sale to the marketplace. The recyclables to be produced from the second sorting process and sold will be plastic films, rigid plastics, and ferrous and non-ferrous metals.

<sup>&</sup>lt;sup>1</sup>The 20" screen size referred to above may be altered periodically depending on experienced waste composition and seasonal adjustments.



The remaining residue from the second sort process is deposited into staged roll-off containers or walking floor trailers for removal and eventual disposal.

The biomass pulp exiting the continuous pulper is routed to the wash system where any remaining soluble organic material, including solubilized food waste, as well as any remaining non-solubilized food waste, small inorganic materials, ash, sand, glass, small plastic particles, and/or grit ("wash system rejects") are removed from the biomass pulp producing a clean cellulosic pulp. The solubilized organic material is pumped to the anaerobic digestion system where it is converted to biogas in a high rate Anaerobic Digester (AD) and the wash system rejects are conveyed to the fines processing system. The fines processing system is fed material from the post primary trommel overs shredder, the post trommel unders screen minus fraction, and the wash system rejects. In this system, the fines are separated into individual component streams of small plastics, metals, un-pulped material, wood and soluble organics, and residue. The metals are recovered and sold, the un-pulped material is sent back to the pulper, the PHS is conditioned as required for use as a boiler fuel, and the soluble organics are sent to the AD.

The clean cellulosic pulp from the wash system is then routed to be further processed in the pre-treatment system and finally the hydrolysis system. The pre-treatment system prepares the cellulosic pulp for hydrolysis by heat pasteurizing it and mechanically treating to facilitate the hydrolysis process. In the hydrolysis system, the pretreated pulp is exposed to enzymes thereby converting carbohydrates contained in the cellulose to sugars. The hydrolysate from the hydrolysis process is sent to a set of large filter presses where the unconverted cellulose or post hydrolysis solids (PHS) is removed from the stream with the purified industrial sugars being sent to either the AD or sold as industrial sugars dependent on market conditions. Sugars sent to the AD are converted to biogas, along with the soluble organics, purified, and injected in to the nearby natural gas pipeline. Residue materials from the secondary sort process and fines processing system are loaded into roll-off containers or transfer trailers and land filled.

# **B.1** Operations

The facility must be operated and maintained in a manner that ensures it will meet the approved design requirements, will not contaminate ground or surface water, contaminate the ambient air, constitute a hazard to health or welfare, create a nuisance, and will meet the standards in Chapter 06 096 CMR Chapter 400, section 4.

Good housekeeping practices will be implemented as necessary to meet the standards described above. In addition, the following shall also be implemented or maintained:

 All waste products received by the facility shall be handled inside the facility within the site confines, and stored and processed indoors within approved infrastructure. Waste handling, sorting activities, and storage will occur within the processing building. Refer to the Site Plan in **Appendix A** for the handling and processing areas. Material storage may be rotated between the different storage areas to allow for increases or decreases in demand of a particular product received by the facility.



- 2. A paved road provides access to the facility. If necessary during dry periods, the access ways may need to be wetted to control excessive dust generation resulting from facility activities. The access road will be kept free of excessive dirt and debris by sweeping or other methods, to ensure a clear travel way.
- 3. A Stormwater and Erosion and Sediment Control Plan has been prepared under separate cover.
- Sequencing: All material received at the facility after weighing shall be delivered directly to the tipping area inside the facility (refer to Site Plan, Appendix A). Sequencing of material stored at the facility is not anticipated to occur.
- 5. Outgoing: Outgoing residue waste to be landfilled shall be loaded into roll-off containers or transfer trailers on an ongoing basis as for approximately 16 hours of each day of operations. On-site storage is not anticipated at the facility for durations requiring special licensing.
- 6. Parking and yard areas shall be maintained free of excessive dirt or debris.

# **B.2** Personnel

The operation of the facility must be under the overall supervision and direction of a Site Supervisor or Manager qualified and experienced in the facility's operation, maintenance requirements, and safety procedures. The Site Supervisor or Manager must take whatever measures necessary to familiarize all personnel responsible for operation of the facility with relevant sections of this Manual.

# **B.3 Equipment**

Fiberight maintains equipment sufficient to meet the operational requirements of the facility. Routine maintenance of all equipment is provided as necessary. Below is a list of equipment maintained at the site.

- 1.
- 2.
- 3. \_\_\_\_\_
- 4. \_\_\_\_\_
- 5. \_\_\_\_\_
- 6. \_\_\_\_\_ 7.
- 8.
- 9.



# **B.4 Environmental Monitoring**

The facility currently does not maintain a Storm Water Pollution Prevention Plan (SWPPP) because all processing activities will occur within a 144,000 square foot building. A facility qualifies for "no exposure" when all industrial activities and materials are protected by a storm resistant shelter designed to prevent exposure to stormwater, and the discharge satisfies the conditions at 40 CFR 122.26(g) and Appendix AE of the General Permit.

Fiberight will not be processing wastewater treatment sludge or septage; therefore, odor monitoring is not proposed at the facility. All processing at the facility will take place inside of a 144,000 square foot building and it is not expected that nuisance odors will materially exist outside of the facility.

No other environmental monitoring is proposed for this facility.

# **B.5** Fire Protection

The Site Supervisor should make sure that the Town of Hampden Fire Department is familiar with the operations of the facility, and in conjunction with them, develop a Fire and Rescue Plan.

Fiberight shall prevent and control fires at the facility by complying with at least the following:

- 1. Arrangements shall be made with the Town of Hampden Fire Department to provide emergency service whenever needed in accordance with the Fire and Rescue Plan.
- 2. Both the Occupations Safety and Health Administration (OSHA 29 CFR 1910.252(a) Fire Prevention and Protection Basic Precautions) and the National Fire Protection Association (NFPA 51B Standard for Fire Prevention during Welding, Cutting, and Other Hot Work) have established specific requirements for conducting cutting operations (or other "hot" work). Both standards hold management and supervisors responsible for conducting overall safe cutting operations, providing fire protection equipment, and authorizing hot work. At a minimum, OSHA and NFPA fire prevention and protection standards should be utilized during "hot" work at the site.
- 3. Provide and maintain sufficient on-site fire equipment, such as detachable fire extinguishers for minor fires. Fire extinguishers shall be maintained in the facility at a number of locations, the office building, and on all mobile equipment.

# **B.6 Vector Control**

Vectors are considered to be any insect, bird, rodent, or other organisms capable of transmitting or carrying germs and disease. Vectors are usually only problematic at facility's that store putrescible waste. Based on the nature of the materials processed at Fiberight, vectors will need to be controlled by means that eliminate the potential for transmitting germs and or disease. Therefore, Fiberight will contract with a licensed 3<sup>rd</sup> party contractor to create and operate a vector management plan designed to reasonably control vectors at the facility. Fiberight does not



anticipate storing putrescible waste for long periods of time because reserve waste supplies are not required for facility operations; therefore, nesting and reproduction opportunities for vectors may be managed.

# **B.7 Dust Control**

Section B.1 of this Manual provides dust control measures utilized at the facility.

# **B.8 Material Storage**

<u>MSW Storage</u>: The tipping floor in the facility is capable of storing MSW for up to two days prior to processing. MSW will be turned over every two days as it is received at the facility.

<u>Residue Storage</u>: Residues generated from sorting thru normal operations which results in material needing to be landfilled will not be stored on-site for any longer than 24 hours. Once a container or trailer is filled it will be transferred within 24 hours to a licensed solid waste facility for landfilling.

<u>Recyclables Storage</u>: Recyclables generated from sorting will only be stored on-site long enough to fill transport trailers and then sold as commodities on the open market.

# B.9 Routine Maintenance and General Cleanliness

Fiberight must provide for routine maintenance and general cleanliness of the entire facility site. This is accomplished through good housekeeping practices utilized at the site as described in Section B.1 of this Manual.

Weekly inspections of the facility will be performed. The inspections will include all processing equipment and infrastructure. A Facility Inspection Checklist is included in **Appendix F**. At a minimum, all equipment and infrastructure will be inspected for signs of corrosion, leaks, and waste build-up, as applicable. Infrastructure will also be inspected in accordance with manufacturers' recommendations. Additional inspections will be performed in accordance with the facility's Odor Management Plan, and Stormwater BMP Inspection Log. All infrastructure maintenance will be scheduled in accordance with manufacturers' recommendations unless otherwise indicated as necessary through routine inspection.

<u>A copy of the Facility Inspection Checklist, as well as responses to any issues noted during the inspection, will be maintained at the facility and a summary of inspection results, including date of inspection and follow-up actions taken, will be included in the facility's annual report.</u>



# **B.10** Erosion and Sedimentation Control

The facility must control sedimentation and erosion during operation of the facility as required by the facility's Stormwater and Erosion and Sediment Control Plan.

# B.11 Tipping Floor Management Plan

During the MSW unloading process, a tip floor attendant will observe the loads as they are unloaded and identify and examine any material suspected of being unacceptable waste. Additionally, the loader operator will continuously look for material that may appear to be unacceptable waste as the incoming material is spread and stockpiled. Following the initial tip floor inspections, the waste will be stacked in distinct, segregated areas or zones of the MSW storage area such that the waste can be processed in the order that it enters the facility, i.e., first in/first out.

# C. ACCESS TO FACILITIES

Fiberight shall provide, and maintain in good repair, access roads at the facility site as well as maintain adequate space to allow the unobstructed movement of emergency personnel and equipment to operating areas of the facility.

Fiberight's normal operational hours are:

Monday - Friday: 6:00 AM to 6:00 PM Saturday: 6:00 AM to 2:00 PM

# D. ACCEPTANCE AND DISTRIBUTION OF SOLID WASTE

# D.1 Acceptable Waste

In general, MSW that is accepted at the facility includes solid waste emanating from household and normal commercial sources. Fiberight may only accept wastes for which the facility has been specifically designed and permitted to accept by the MDEP. Incoming wastes must undergo a visual inspection and, if appropriate, analysis to ensure that only wastes allowed by the facility license are accepted at the facility. <u>Screening for unacceptable waste will start at the scale</u> house where the scale house attendant will randomly interview drivers as to the contents of their loads. A list of common unacceptable items will be clearly posted at the scale house. During the unloading process on the tip floor, a tip floor attendant will observe the loads as they are unloaded and examine any material suspected of being unacceptable waste. Additionally, the loader operator will continuously look for material that may appear to be unacceptable waste as the incoming material is spread, stockpiled and eventually fed onto the conveyors feeding the Primary Sort Process. There will be a designated safe area on the side of the tip floor where a container(s) will be positioned such that any unacceptable waste will be set aside for temporary storage until appropriate



disposal can be arranged. Fiberight will install a Closed Circuit Television (CCTV) system that will include cameras positioned to view the tip floor. To the extent practicable, Fiberight will use this system to augment visual inspections, and to track the source of any unacceptable waste.

# D.2 Hazardous and Special Waste Handling and Exclusion Plan

A Hazardous and Special Waste Handling and Exclusion Plan is included in **Appendix D** of this Plan.

#### D.3 Secondary Materials

Secondary materials consist of post hydrolysis solids (PHS) resulting from the gasification of biomass residues. Solid residues from the hydrolysis process will be used in the facility's gasification boiler to serve the facility's electrical and heating needs. A Beneficial Use License (refer to 06 096 CMR Chapter 418.3.G) is not anticipated because the secondary materials are generated at the facility and will be combusted in the facility's boiler.

Secondary materials must be distributed in accordance with the provisions of this Manual (refer to Section D.4 below), or other applicable solid waste standards.

#### D.4 Waste Disposal

The Operator must have procedures in place for disposal of residues and other solid waste generated by the processing facility, including contingency procedures for implementation during emergencies and shutdown periods. The Operator must also maintain a valid contract with a solid waste facility that has MDEP approval to accept the waste.

Residue waste generated at the facility generally includes non-processibles, materials processing residue, and ash from the gasification of post hydrolysis solids/wood residues which will be used as boiler fuel at the facility, all of which will be landfilled at licensed solid waste facilities. Biofuel will be sold as Compressed Natural Gas (CNG). All residues separated from MSW will be transferred to a licensed disposal company in the State of Maine. Fiberight currently anticipates transporting all residues and bypass MSW to Crossroads Landfill in Norridgewock, and/or the Juniper Ridge Landfill in Old Town, and /or the Tri Community Landfill in Fort Fairfield; and/or the Hatch Hill Landfill in Augusta.

No liquid waste will be generated except for a process wastewater stream caused by periodically purging the plant water system. This process wastewater stream is collected in a tank, tested and discharged to the local wastewater treatment plant for processing.

Any other waste resulting from cleaning and maintenance of the facility will be processed or landfilled as described above.



# D.5 Treated Wood

Wood accepted at the Fiberight facility will only be the small fraction that is expected to be included with incoming MSW. Fiberight will not accept separate supplies of woodwaste or process woodwaste such that it will be marketed and sold as biomass wood fuel, mulch or alternative daily landfill covers.

Fiberight does not accept construction and demolition debris wood or any source-separated treated wood for processing at their facility.

# E WASTE CHARACTERIZATION

# E.1 Analytical Requirements

In accordance with 06 096 CMR Chapter 405.6.C. solid wastes proposed to be disposed at a solid waste disposal facility must be characterized in conformance with the requirements listed in 06 096 CMR Chapter 405.6.C. Fiberight will be producing non-organic residues and ash requiring disposal at a licensed solid waste facility. Non-organic residues which may be classified as "Miscellaneous Wastes" listed in 06 096 CMR Chapter 405.6.C.(2). The analytical requirements listed include the following:

- Complete Toxicity Characteristic Leaching Procedure (TCLP) (per US EPA Method 1311, Federal Register/Volume 55, No. 126, 1992);
- Totals for Aluminum, Arsenic, Barium, Boron, Cadmium, Chromium, Copper, Lead, Mercury, Molybdenum, Nickel, Selenium, Silver, and Zinc (per Methods in US EPA SW-846);
- Chloride, percent carbon, percent moisture, pH, phosphorus;
- Reactivity Characteristics;
- Ignitability Characteristics; and
- Additional parameters as identified by the applicant or the Department. These
  additional parameters must be based upon the raw material, the proposed activity, or
  the facility.

Fiberight anticipates generating between 3,000 and 4,000 tons of ash per year in the facility's biomass boiler. Ash will be disposed of in a landfill licensed to accept it and will be characterized in accordance with 06 096 CMR Chapter 405.6.C(4) and sampled for those parameters listed for biomass and fossil fuel boiler ash. Prior to initial acceptance at a solid waste facility, a sufficient number of samples to meet the requirements for statistical analysis as required by US EPA SW-846 must be analyzed as follows:

- TCLP Metals (Arsenic, Barium, Cadmium, Chromium, Lead, Mercury, Selenium, Silver) per US EPA Method 1311, Federal Register/Volume 55, No. 126, 1992;
- Chloride, percent carbon, percent moisture, pH, phosphorus.



After initial characterization is complete, ash must be analyzed for the parameters listed above at a frequency of one representative sample quarterly.

Additional analytical requirements may be required by the disposal facility receiving waste for disposal.

# F. ODOR CONTROL

# F.1 Introduction

Due to the nature of the wastes that are accepted at the Fiberight facility, the potential for occasional odors may exist. Multiple systems and procedures have been included in the design of the facility to minimize any off-site odor migration. An inspection and maintenance plan has also been developed to ensure that staff is able to quickly identify and mitigate any potential causes of nuisance odor. The Air Control and Odor Management Systems are outlined in Section F.2 below. Odor Inspection and Maintenance Procedures are outlined in Section F.3.

During normal operation of the facility, there may be times when the waste processing operation is suspended to perform maintenance on the equipment. To control odors that may occur during these outages a Start-Up, Shutdown, and Malfunction Plan for waste storage has been developed. This plan is outlined in Section F.4.

While systems have been designed to minimize any off-site odor, Fiberight has established an Odor Complaint Response Program to allow residents or businesses near the facility to report any potential issues, should they occur. This program also assists Fiberight with early identification and mitigation of any potential odor issues. The basic procedures for accepting and responding to an odor complaint are detailed in Section F.5. This section also provides the operator with a list of additional controls that can be implemented to address any sources of odor that may be identified.

# F.2 Air Control and Odor Management System

The Fiberight facility has been designed to allow the operator to maintain negative pressure by the use of a multiple hood/intake register air removal system within the waste handling and processing areas of the building. In order to manage air-flow appropriately, two separate scrubber systems will be provided and sized to maintain a pressure of negative 0.1 inches of water column when the overhead doors are open. One of the odor scrubber trains will run continuously to maintain the design negative pressure, with the second system designed to supplement the primary odor scrubber system when the doors are open for waste delivery. To minimize the length of time the doors are open, to the greatest extent practicable, the door system design will incorporate high-speed fabric over-head doors. Air control hoods/registers have been strategically placed within the building to target areas where waste odors are more likely to be present. Each scrubber system has been designed with a cross-flow scrubber and a packed tower scrubber installed in series. The system is designed to remove odorants from the air prior



to its discharge. The proposed odor control scrubbers will provide 95% control of ammonia, 99% control of hydrogen sulfide, and 99% of volatile organic compounds (VOCs). The filter media within the scrubbers is high efficiency polypropylene spherical packing through which the liquid scrubbing media flows to contact the gas stream. The media within the scrubber systems will be inspected and replaced in accordance to the manufacturer's recommendations.

Waste hauling vehicles are another potential source of odor at the facility. While Fiberight is not responsible for odors caused by these trucks while they are travelling to the facility, the operator has agreed to work with the haulers to minimize the risk of off-site odors caused at the facility due to idling vehicles. In the event that there is a waste truck that exhibits a higher degree of odor, the facility operator will prioritize that vehicle for entrance into the tip floor where odors can be controlled by the odor scrubber system operating in the tipping area. Fiberight will initiate communication with the hauler to identify the source of the waste and discuss potential ways to mitigate this situation in the future. Trucks from locations that typically have a higher degree of odor may be scheduled for receipt in order to minimize the time the truck is in queue.

The facility operator will maintain sufficient odor neutralizing agents on-site to respond to individual trucks or localized areas of the facility in a timely manner. Odor neutralizing agents will likely be in the form of powders and sprays that will allow for the appropriate application method based on the odor source.

# F.3 Odor Inspections and Maintenance Procedures

As part of operations of the facility, regular inspections will be performed. These inspections will include checks for existing odor as well as potential odor causing issues on the site. These inspections will include, at a minimum, daily visual observation of the operations for obvious signs of damage or abnormal conditions within the building that will affect collection efficiency of the odor control system. During the first month of operation a daily inspection and odor survey will be conducted around the facility. If no odor issues are identified during the first month, inspections will be reduced to weekly. To assist the operator with continuous visual observations, visual indicators will be provided to ensure that air is being pulled into the building and from the hoods/registers.

The facility inspection should be conducted by a staff member that has not become desensitized to waste odors. During the inspection, the individual should walk around the facility and look for conditions that may cause odor and note any odor that was observed. Examples include: buildup of liquid on the access road that may have come from waste haul vehicles; odors observed around the stormwater ponds; and strong odors noted at any distance from the facility when the doors are opened. Any follow-up actions should be noted on the inspection form. This information will be used by the facility to schedule appropriate maintenance and further identify necessary odor control systems.



# F.4 Start-up, Shutdown, and Malfunction

There may be times during operations of the facility that systems will be offline for repairs due to scheduled maintenance or malfunction. Scheduled maintenance will be organized such that if possible, partial processing can still be carried out during these periods including the maintenance on the odor control systems. During these times, the operator will minimize the amount of waste material stored on-site and match the quantity stored with what is needed for continued processing at the then current capacity. It should also be noted that the odor control scrubbers will still be in operation during scheduled and unscheduled shutdowns of the balance of the facility.

If the scheduled maintenance or malfunction of the facility is of such a nature that the waste material stored on-site would not be able to be processed within seventy-two (72) hours, such as is the case for a long weekend, the operator has made arrangements with Waste Management's Crossroads Landfill in Norridgewock, Maine to accept bypass waste from the facility. In such circumstances, waste will be diverted at the earliest possible time to allow for minimal waste storage on the tipping floor during the shutdown. For extended shutdowns, the waste diversion procedures described above will be followed. Whenever possible, maintenance activities will be conducted during hours that the facility is not receiving waste. This will allow the operator to keep the overhead doors in the closed position and to continuously operate at least one of the two odor scrubber trains. Unless there is an emergency condition, maintenance or repair activities that require both scrubber trains to be shutdown will be performed at scheduled times. The operator will reduce the quantity of waste to the maximum extent possible during these scheduled outages.

# F.5 Odor Complaint and Response Plan

Fiberight is aware that, as a solid waste facility, odors may be experienced on-site. Fiberight has taken numerous steps to minimize the migration of odors from the facility, and is committed to being a good neighbor and responding to any neighbor odor complaints that may be received. To better serve the surrounding community, the operator has established the following protocol for responding to odor complaints.

# F.5.1 Phone Number for Complaints

Since the facility will be continuously operated, trained staff will be available to receive odor complaints from the public 24 hours per day, 7 days per week. The operations manual will be amended to include a facility contact phone number once construction of the facility is completed.

# F.5.2 Basic Process for Odor Complaint Response

The basic steps to be followed when responding to an odor complaint is as outlined below:

1. When an odor complaint call is received, Fiberight staff shall obtain the necessary information from the caller to fill out an Odor Complaint Response Form (Form). This information includes: the caller's name and address; date and time of the complaint;



and whether the caller would like someone to visit them at the location of the complaint to verify the odor. A copy of the Odor Complaint Response Form can be found in Appendix G.

- 2. The Form will be completed by the staff member answering the phone and the information relayed to the appropriately trained response staff for follow-up action.
- 3. If a visit is requested, the appropriate staff member should note the conditions observed during the visit. At a minimum, the following should be noted; wind direction, distance from the facility, and odor noted.
- 4. If a visit is not requested, or upon return from a visit, staff should perform an inspection of the facility to check for obvious sources of potential odor. Upon completion of the inspection the appropriate corrective measures should be taken.
- 5. The Fiberight staff member who is addressing the complaint shall notify Fiberight's Operations Manager within four hours of the complaint and notify MRC (as the landlord and owner of the property) and MDEP (as the regulatory agency) of the complaint immediately.
- 6. If MDEP determines that the facility created an off-site odor nuisance, Fiberight will submit a written report to the Department detailing the cause of the nuisance odor, follow-up actions taken, as well as plans for future treatment, minimization, and control of nuisance odors. This report will be submitted within 30 days.
- F.5.3 Future Odor Control Options

Should odors become an issue for the facility, and nuisance odors begin to migrate from the property to off-site occupied buildings, there are numerous options that can be employed at the facility.

- Regular street sweeping/washing of the access road. During particularly dry periods of time, leakage from haul vehicles could accumulate on the access road and cause odors. An application of water for dust and odor control as well as sweeping could help to mitigate this issue. If regular washing, with water alone, is not sufficient, odor neutralizing agents can be added to the equipment to further reduce odors. As previously stated, odor neutralizing powders and spray will be stored on-site in order to minimize the time frame necessary to address odor issues.
- 2. Odor neutralizing spray within the building. Should the vacuum system within the building prove insufficient to control nuisance odors, or require short term maintenance, odor neutralizing spray could be applied to the waste on the tipping floor to reduce odors.
- 3. Odor neutralizing misting system. An odor neutralizing misting system could be installed along the boundary of the waste handling area, downwind of the operations, to assist in off-site odor control should odors begin to migrate off-site.
- 4. If the above measures are not sufficient to mitigate nuisance odors at off-site occupied buildings, the Operator will supplement the odor control systems to address the specific odor sources and issues causing nuisance odors.



# F.5.4 Documentation Retention and Reporting

All documentation required to be prepared by this plan (e.g., Odor Complaint Response Form, Inspection Report Form, Odor Inspection Form) shall be maintained on-site for five years and copies provided to MRC and MDEP upon request.

# G. RECORD KEEPING

Fiberight must make provisions to keep the following records and make them available for MDEP inspection and copying for the duration of the facility operation and a minimum of two years after facility closure:

- 1. When applicable, as-built engineering drawings of the facility, including a schematic showing the relationship of the various subsystems;
- 2. Analytical data results required by these rules or license conditions;
- 3. An Operation and Maintenance Manual meeting the requirements of this section 4.A; and
- 4. Copies of periodic and annual reports submitted to the MDEP.

Other records that should be kept so that easy preparation of the Annual Report required to be submitted to the MDEP are discussed in Section I below.

# H. PERIODIC REPORTING

Fiberight shall submit periodic reports to the MDEP containing the results of environmental monitoring, including waste characterization and any other information required in accordance with the facility license.

# I. ANNUAL REPORT

By February 28 of each year, the facility operator must pay an annual facility reporting fee to the State of Maine, as established by the Department, and submit an Annual Report to the MDEP for review and approval for the previous calendar year. The Annual Report must include a summary of activity at the facility during the past year, including a discussion of any odor problems, and a discussion of any factors, either at the facility or elsewhere, which affected the operation, design, or environmental monitoring program of the facility. The Annual Report must summarize the facility's activities, and at a minimum include the following:

- 1. Weight or volume and type of wastes received by the facility and the data and results of the waste characterization;
- 2. Weight or volume and type of product and secondary material produced;
- 3. Weight or volume and type of secondary material used on-site and destination, and uses for material distributed off-site;



- 4. Weight or volume and type of waste and secondary material stored on-site as of December 31;
- 5. Weight or volume and description of residuals leaving the facility for disposal, by destination, and the data and results of the waste characterization;
- 6. A demonstration that the facility meets the state's minimum recycling rate of 50%., through an analysis of the data provided in items 1-5 above, in accordance with Processing Facilities, 06-096 CMR 409(4)(I)(d) and (e);
- 7. A general summary of the processing operation including problems encountered and follow-up actions, changes to the facility operation, and a summary of odor or other complaints received by the facility, as well as the responses to the complaints, during the previous year; and
- 8. <u>Other alterations to the facility site, not requiring MDEP approval, that occurred during</u> the reporting year. Minor aspects of the facility site proposed to be changed in the current year may be described in the Annual Report. Changes handled in this manner are those that do not require licensing under minor revision or amendment provisions of Chapter 400.

# J. FACILITY CLOSURE

# J.1 Closure Plan

Fiberight shall submit a Closure Plan to the MDEP a minimum of 90 days prior to the proposed date of the permanent closure of a solid waste processing facility. This must be submitted as a proposed minor revision to the existing facility license. The Plan must include:

- a. An outline of the proposed closing operation;
- b. A schedule for the removal of all stored wastes and secondary materials; and
- c. The intended destination of all stored wastes and secondary materials.

# J.2 Closure Performance Standard

The facility must be closed in a manner that minimizes the need for further maintenance; and so that the closed facility will not pollute any waters of the State, contaminate the ambient air, constitute a hazard to health or welfare, or create a nuisance. At a minimum, the Applicant must remove all wastes and secondary materials from the facility; and broom-clean the facility structures and equipment.



# **APPENDIX A**

LOCATION MAP AND SITE PLAN



# **APPENDIX B**

SOLID WASTE LICENSE



# **APPENDIX C**

MAINE SOLID WASTE MANAGEMENT REGULATIONS



# APPENDIX D

# HAZARDOUS AND SPECIAL WASTE HANDLING AND EXCLUSION PLAN


### HAZARDOUS AND SPECIAL WASTE HANDLING AND EXCLUSION PLAN

### **Facility Safety Officer**

The facility Supervisor shall be designated as the "facility Safety Officer." Annually, the facility Safety Officer shall work with the Hampden Fire Department to provide training to the operation staff on:

- Detection of hazardous and special waste;
- Appropriate notification procedures; and
- Appropriate handling procedures.

### Identification/Notification of Unpermitted Wastes

Unpermitted hazardous and special wastes shall not be accepted at the Fiberight facility. To ensure this, employees shall check all waste being deposited at the facility. The type of container and origin of the waste can help identify hazardous wastes and special wastes. Under no circumstances are people allowed to deposit any waste other than those listed in Section D.1 of this Manual.

If an unknown waste is observed by employees, the following list shall be used as guidance to help identify and handle materials of concern. Excluded items are not limited to those specifically listed below.

- <u>Calcium Hypochlorite</u>: Used for disinfecting pools but is reactive when wet. Can release chlorine gas and cause fire when wetted. Treat as hazardous; prevent wetting or contact with moisture; if wetted, evacuate area. Keep away from petroleum and other organic materials.
- <u>Asbestos</u>: Friable asbestos insulation which can easily become airborne is of the most concern. However, asbestos can take many forms and can be combined with other materials to sometimes make non-friable asbestos siding, flooring, or other products. If suspected to be or contain friable asbestos, contact the MDEP asbestos abatement program personnel at telephone number 207-287-2651. Avoid inhalation of particles.
- Bio-Medical Wastes: May be red bag waste from hospitals, laboratories, clinics, nursing homes, and occasionally doctors' offices. These wastes include blood, body parts, disposable instruments, linens, and other soiled items. Keep people away, follow hazardous waste procedures, including notifying the appropriate responder either a qualified Fire Department or the MDEP. If accidentally contacted, disinfect contact area with 1:3 bleach to water solution.
- <u>Industrial Chemicals</u>: Generally, liquid in 5 gallon or larger pails or drums of either plastic or steel. Occasionally lined cardboard barrels are used. Also some solids, especially flakes or granular materials, can cause excessive corrosion or be reactive with liquids. Solids may be in any form of container including loose. Avoid skin contact and breathing exposure; treat as hazardous.



- <u>Laboratory Chemicals</u>: Usually in smaller containers of one pint to one gallon, glass or plastic bottles. Laboratory Chemicals can be severe irritants, highly toxic or explosive. Avoid skin contact and breathing exposure; do not open or jar containers. Treat as hazardous.
- <u>Sandblast Grit</u>: Generally fine sand or garnet mixed with paint, brick, and/or masonry chips. Avoid breathing; handle as special waste.
- <u>Waste Oil</u>: Includes used motor oils, hydraulic fluid, or other lubrication oils from individuals, farm operations, and vehicle and heavy equipment repair firms. Avoid skin contact; direct this material to the on-site used oil collection area.

### Finding and Reacting to an Unknown Waste

When unknown material is found at the facility, Fiberight shall identify the material to determine whether it is a licensed solid waste, special waste, universal, or hazardous waste. If the identified material is a hazardous waste, Fiberight shall attempt to identify the person who has left, delivered, or attempted to deliver the hazardous waste and notify the MDEP.

- While keeping a safe distance upwind from the material, the employees may attempt to determine the following, if safe to do so:
  - Look for container or waste labeling.
  - Determine the physical state of the material (solid, liquid, or gas).
  - Estimate container size or amount of waste.
  - Determine the type and condition of the container or packaging.
- If the material is determined to potentially be hazardous, the employees shall:
  - Evacuate and secure the area of the facility around the material.
  - If safely feasible, determine if there is any release of the material to the soil, water, or air.
  - If safely feasible, determine if any release found has been confined or is ongoing.
  - Undertake the appropriate notification procedure below.

### Notification

When hazardous waste or suspected hazardous waste is found left at the facility, employees shall:

- Notify the Hampden Fire Department at 862-4586
- Notify the MDEP anytime at 1-800-482-0777 or the Maine State Police at 1-800-452-4664.

When unpermitted special waste is found left at the facility, Fiberight shall notify a Solid Waste Staff person at the MDEP regional office between 8:00 a.m. to 5:00 p.m., Monday through Friday. Once approved by MDEP, Fiberight shall authorize removal of any unpermitted waste.



If Fiberight cannot identify the material; notify the Hampden Fire Chief and the MDEP at the number listed above for assistance in identification. If sampling and further detection of hazardous or special waste is required, a qualified hazardous waste handling firm or solid waste contractor must be used, as appropriate.

### Clean-up/Decontamination

Only trained personnel shall handle hazardous wastes. Such training shall follow the guidelines of 29 CFR Part 1910.120. Unpermitted special wastes shall be removed from the area where found and transported to a special waste disposal facility licensed to accept that special waste within 60 days. Because hazardous wastes require special training to handle, and to minimize the area of potential, it is recommended that any hazardous waste found at the solid waste facility be removed by qualified personnel from the site directly.

#### **Emergency Information**

Fiberight shall have the following telephone numbers available at the facility for telephone notifications:

MDEP-Bureau of Remediation & Waste Management, Bangor Office	941-4570	Normal business hours
MDEP-Emergency Spill Hot Line	1-800-482-0777	After hours or weekends
Hampden Fire Department	862-4586	
Hampden Police Department	862-4000	
Ambulance	911	-
Maine State Police	1-800-452-4664	For reporting hazardous waste
Maine Poison Center	1-800-442-6305	

The closest location for emergency medical care is Eastern Maine Medical Center (EMMC) in Bangor.

Directions to EMMC

- 1. North on Interstate 95.
- 2. Take Hogan Road exit in Bangor and turn right onto Hogan Road.
- 3. Follow Hogan Road approximately 1 mile and merge onto State Street.
- 4. Continue following State Street for approximately 8/10 mile.
- 5. Turn Left into EMMC Emergency Room.

### Written Reports

A written report shall be filed with the MDEP-Bureau of Remediation & Waste Management within 15 days of any incident involving hazardous waste or material.

The report must indicate:

- Date and time of incident;
- Location;
- Material lost or spilled;
- Amount lost or spilled;



- Amount recovered;
- Cause of the incident;
- Corrective action taken;
- Clean-up method used;
  Disposition of recovered materials;
  List of agencies notified; and
  Time agency responded on-site.

JN: 11293.001



# APPENDIX E

## HAZARDOUS AND SPECIAL WASTE EXCLUSION REPORTS



# APPENDIX F

**DAILY INSPECTION FORM** 



# **ODOR INSPECTION REPORT FORM**

Date:	
Inspector Name:	
Weather Conditions:	

### **Building Condition**

Obvious damage to overhead doors? (y/n) Odors noted when door is closed? (y/n) Odors noted when door is open? (y/n) Visual evidence of negative air at the door? (y/n) Obvious damage to building walls? (y/n)

### Yard and Access Road Condition

Any waste present around the facility? (y/n) Any waste or liquid spillage on the access road? (y/n) Any odor noted away from the building? (y/n) Any odor noted around the stormwater management structures? (y/n)

### Follow-up Notes

Please list any other conditions noted during the inspection and the steps taken to correct the issue:



# <u>APPENDIX</u>G

**ODOR COMPLAINT RESPONSE FORM** 



# **ODOR COMPLAINT REPORT**

Top portion of this form is to be filled out at the time of the complaint.

Date:

<u>Time:</u>

Name of caller:

Contact information for the caller:

Location of complaint:

Does the caller wish to have the odor verified? (y/n)

\*\*\*\*

Bottom portion of this form is to be filled out by the responder.

Was a visit to the caller conducted? (y/n)

Distance of the complaint from the facility:

Was an odor noted? (y/n)

Was the caller's location downwind of the facility? (y/n)

Is there anything unusual happening at the facility? (Shutdown, maintenance, etc.?) (y/n)

Any unusually odorous waste loads delivered? (y/n)

Was a follow-up inspection conducted at the facility? (y/n)

List any items identified during the inspection that require attention.

What steps were taken to correct any issues identified?



# **APPENDIX H**

**OPERATING RECORDS** 



# **APPENDIX I**

## SOURCES OR ASSISTANCE



### SOURCES OR ASSISTANCE

#### Consultant:

CES, Inc. Denis St. Peter, P.E. 465 South Main Street Brewer, Maine 04412 Office: 989-4824

### Police:

Hampden Police Department 106 Western Avenue Emergency Tel: 911 Non-Emergency Tel: 862-4000

#### Fire:

Hampden Fire Department 106 Western Avenue Tel: 862-4586

#### Asbestos Handling & Disposal:

Asbestos Removal, Inc. 739 Odlin Road Bangor, ME 04401 Tel: 947-4035

### Hazardous Waste:

Bureau of Remediation and Waste Management Maine Department of Environmental Protection 17 State House Station Augusta, ME 04333-0017 Office: 287-7800

### Solid Waste Facilities Regulation:

Bureau of Remediation and Waste Management Maine Department of Environmental Protection 106 Hogan Road Bangor, ME 04401 Attn: Karen Knuuti Office: 941-4570

### Owners:

Fiberight, LLC 853 Industrial Park Drive Lawrence, VA 23868 Office: 410-340-9387

Municipal Review Committee, Inc. 395 State Street Ellsworth, ME 04605 Office: 207-664-1700



## **ATTACHMENT 25**

**SOLID WASTE HIERARCHY** 

Stream	Recovered	Disposed	Total
Bulkies - Primary Sort	3	5	8
OCC - Primary Sort	18	0	18
Textiles - Primary Sort	0	7	7
Trash - Primary Sort	3	3	6
Grit/Glass- Secondary Sort <sup>1</sup>	29	0	29
Grit - Wash <sup>1</sup>	4	0	4
Fe - MRF Sort	14	0	14
Non-Fe - MRF Sort	6	0	6
Film - MRF Sort	33	0	33
Trash - MRF Sort <sup>2</sup>	0	120	120
HDPE - MRF Sort	7	0	7
PETE - MRF Sort	6	0	6
Mixed Plastics - MRF Sort	8	0	8
Comb DAF Residues - AD Feed	40	18	58
Bio-gas - AD Plant	58	0	58
PHS (Net of Ash)	246	0	246
Combined Boiler Ash	0	24	24
Totals	475	177	652

# Hampden Maine Mass Balance Summary

Note 1: Washed Grit/Glass intended to be used as Alternative Daily Cover (ADC)

Note 2: 45-50 TPD of the listed 120 TPD of trash is potentially recoverable material subject to economically converting it to a marketable condition

