

Preliminary Design Report

Spring Brook Bridge #2794

over

Spring Brook

Camden, Maine

NHPP-2260(800)

WIN 022608.00



**Maine Department of Transportation
Bridge Program**

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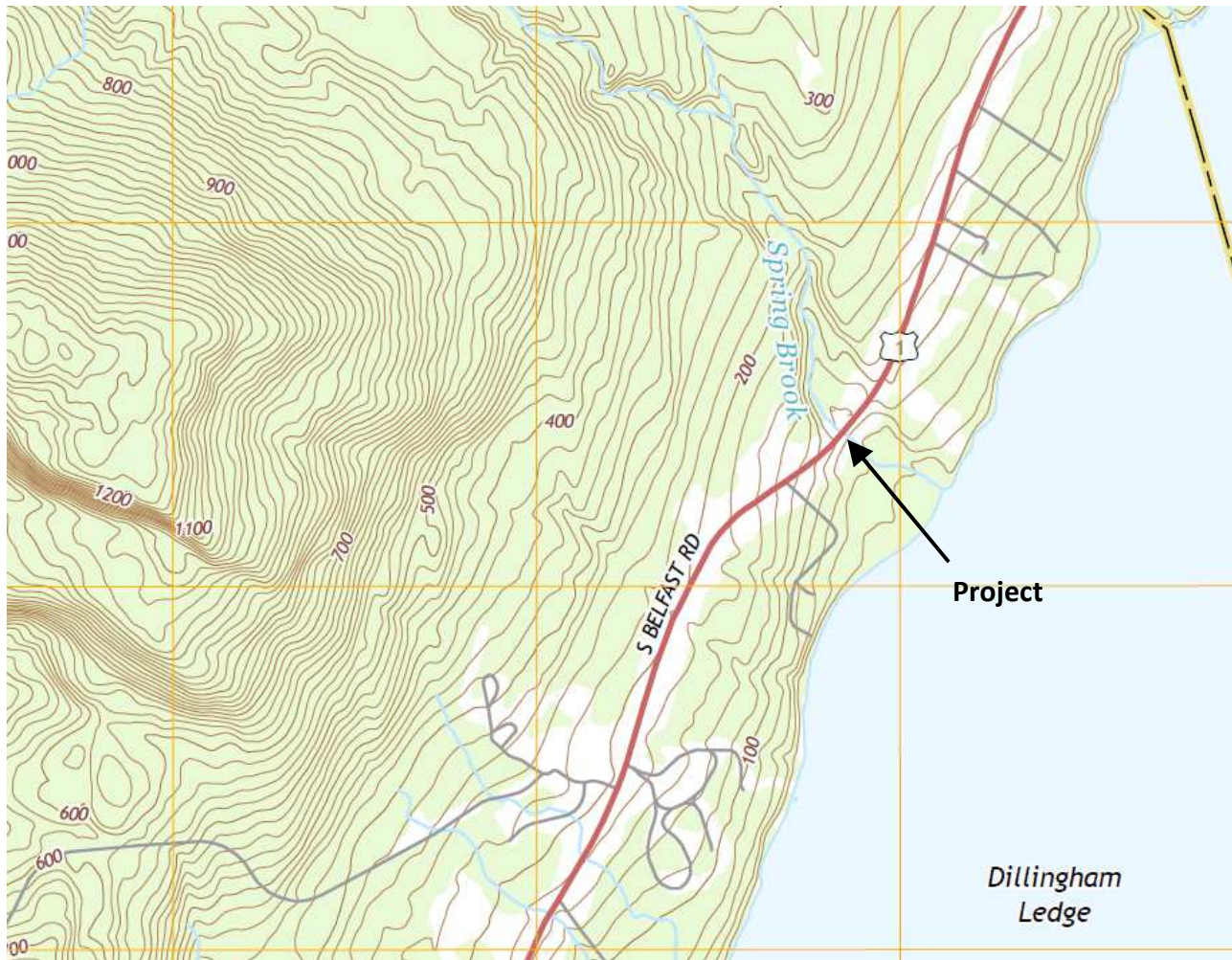
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BACKGROUND INFORMATION

TOWN	Camden	WIN	022608.00	BRIDGE NO.	2794
FUNDING	Federal/State			STATE ROUTE	1
PROGRAM SCOPE:	Bridge Replacement				
PROGRAM DESCRIPTION:	Bridge Improvement: Spring Brook Bridge #2794 in Camden carrying Route 1 over Spring Brook.				
PROJECT BACKGROUND:	This bridge improvement will be constructed simultaneously with a highway reconstruction project on Route 1 which crosses over the bridge. This road reconstruction includes an improvement to the existing vertical alignment at the bridge, which will result in an additional six feet of fill over the culvert. This road reconstruction has influenced the decision to replace the culvert. The box culvert was built in 1918 and extended in 1933 and has reached or exceeded its service life.				
	JURISDICTION	State Highway		NHS	Yes
FUNCTIONAL CLASSIFICATION	Principal Arterial		CORRIDOR PRIORITY		1
	URBAN/RURAL	Rural	FHWA SUFFICIENCY RATING		65.4
	LOAD POSTING	None	POSTED SPEED		50 mph
	STRUCTURALLY DEFICIENT	Yes	FUNCTIONALLY OBSOLETE		N/A
TRAFFIC:	2017	AADT	7050	ACCIDENT DATA, CRF	0.72
	2037	AADT	8460	DHV	846

LOCATION MAP

Camden, Spring Brook Bridge #2794, WIN 022608.00
Route 1 over Spring Brook



Latitude: 44° 14' 20" N, Longitude: 69° 02' 22" W

BRIDGE RECOMMENDATION FORM

TOWN	Camden	BRIDGE	Spring Brook Bridge	BRIDGE NO.	<u>2794</u>
DESIGNED BY	KCN	DATE	<u>9/4/2019</u>	WIN	022608.00
APPROVED BY	<u>GAG</u>	DATE	<u>9-4-19</u>		
APPROVED BY	<u>JSF</u>	DATE	<u>9-5-19</u>		

PROJECT: Bridge culvert replacement coinciding with 1.59 miles of roadway rehabilitation and the Great Brook bridge culvert replacement. About six feet of fill is to be added to the roadway above the culvert. Also, the culvert will need to be widened to match at least the bank full width of 27.8 feet.

ALIGNMENT DESCRIPTION: Tangent horizontal alignment approximately matching existing; constant 3.8% cross-slope. The fill will be increasing about six feet, which will be increasing vertical alignment on the road over the bridge. The proposed structure will have a vertical slope of 4% and the top of the footings upstream will be placed at an elevation of 52.5 feet, which is above the Q1.1-year flood elevation.

APPROACH SECTION: There will be two 11' lanes with 5' shoulders on left and right. Road side-slopes are 2:1 with guardrail. The approach section will be designed under the highway project.

SPANS 30' **SKEW** 8° ahead on left

LOADING HL-93 modified for Strength 1 **DESIGN SPEED** 50 mph

STRUCTURE: Detail-Build: 35'-0 arch structure with a 14'-0" rise with cast-in-place footings and concrete fill on bedrock.

TOTAL OPENING **EXISTING** 105 SF **PROPOSED** 300 SF

DISPOSITION OF EXISTING BRIDGE: Existing structure to be removed entirely, and to become property of the Contractor.

AVAILABLE SOILS INFORMATION: Two borings (BB-CSB-101 and BB-CSB-102A) were drilled and logged at the site on 24 June 2015 by the MaineDOT drill crew. The borings were drilled on the northern and southern sides of the existing bridge box culvert. In general, the site is underlain by approximately 34 to 45 feet of native silty sand with varying amounts of gravel. The silty sand ranges from medium dense to very dense in density. The silty sand is underlain by bedrock. The bedrock quality ranges from 'Poor' to 'Good' based on the Rock Quality Designation (RQD) values. The table below summarizes the approximate depths to bedrock below the ground surface and the approximate top of bedrock elevations at the boring locations.

Boring No. / Location	Approximate Depth to Top of Bedrock Below Ground Surface (feet)	Approximate Top of Bedrock Elevation (feet, NAVD 88)
BB-CSB-101 / Camden side	45.4	33.9
BB-CSB-102A / Lincolnvile side	34.2	43.2

ADDITIONAL DESIGN FEATURES: The streambed will be reconstructed to decrease the velocity and to prevent further stream erosion. The sand bar will be removed and the side channel erosion will be filled with stream material. The stream slope in the culvert will be reduced from 5.25% to 4.5% in order to decrease the velocity of the water in the culvert and to prevent further stream erosion both upstream and downstream. The scour hole downstream will be partially filled. Banks and a low flow channel will be added to the inside of the culvert.

MAINTENANCE OF TRAFFIC: Traffic will be maintained by staging construction with two lanes of traffic. During the first stage, a two-lane detour will be built on the old road on the downstream side. During the second stage, a two-lane detour will be placed on the portion of the new culvert that will be on the upstream side.

CONSTRUCTION SCHEDULE: One construction season, likely from July to September.

ADVERTISING DATE: February 2020

	Program Amount	Available Funding	Estimated Project Cost	Shortfall/ Surplus
Preliminary Engineering	\$140,000	\$140,000	\$155,000	-\$15,000
Right-of-Way	\$15,000	\$15,000	\$15,000	\$0
Structure and Approaches	\$2,400,000	\$2,400,000	\$2,640,000	-\$240,000
Construction Engineering	\$220,000	\$220,000	\$290,000	-\$70,000
Total	\$2,775,000	\$2,775,000	\$3,100,000	-\$325,000

UTILITIES: Above ground utilities include Central Maine Power, Fairpoint, Lincolnvile Telephone, Maine Fiber Company and Charter Communications (TWC). The poles are on the upstream side of the road and will need to be moved. There is also an abandoned underground telephone cable from Fairpoint. The underground utility can be removed during construction.

EXCEPTIONS TO STANDARDS: None

COMMENTS BY ENGINEER OF DESIGN:

SUMMARY OF EXPECTED IMPACTS

RIGHT OF WAY Number of: Property Owners 3
 Buildings to Be Taken 0

Type of Acquisitions: ☐ Fee Simple ☒ Easement
 ☒ Temporary Rights ☒ Temporary Road

HISTORICAL/ARCHAEOLOGICAL: There are no archaeology and no historical properties.

COAST GUARD PERMIT? No **FAA PERMIT?** No

ENVIRONMENTAL COORDINATION

Team Member: Kristen Chamberlain

NEPA	Programmatic Categorical Exclusion 771.117(c)28
STIP	PE/ROW/Advertise- 4/14/17
Section 106	SHPO Concurrence- No Effect No Section 106 resources identified in project area.
Section 4(f)	No Section 4(f) properties in project area.
Federal Endangered Species	-Project is within Atlantic salmon DPS but not within Critical Habitat. Salmon are not expected in the project area. No Effect (no consultation required). -Northern Long-Eared Bat, Not Likely to Adversely Affect (Streamlined 4(d) Consultation required).
State Endangered Species	Not present
Essential Fish Habitat	Not present
Fish Passage	ENV Biologists and Hydrologists have worked with design team on structure type and size, stream profile, and bank and streambed design.
In-Stream Window	<u>July 15-September 30</u>
Hazardous Material	No petroleum or hazardous waste issues identified.
Dredge Material	Quantity TBD
Stormwater/MS4	N/A
DEP/LUPC	DEP 38 M.R.S.A. Section 480-Q2d
ACOE	Category 2
Mitigation	N/A
Other	

Avoidance & Minimization: The road side-sloping will be increased to 2:1. The proposed structure opening width will be increased to 31 feet between the inside of the footings with 2 feet wide banks on each side a low flow channel. The bottom of the arch will be open instead of a

concrete bottom to provide a natural stream bottom. Special fill will be placed on the bottom, which will be mostly riprap-sized.

SUMMARY OF PRELIMINARY DESIGN

BACKGROUND

Spring Brook Bridge #2794 is located in Camden on South Belfast Road (Route 1) over Spring Brook. The existing bridge is a 10'-6" span by 10'-0" rise reinforced concrete box culvert, which is under about 22 feet of earth fill at the roadway centerline. The culvert has a total length of 120 feet. The existing rail to rail width is 36 feet. The existing culvert was originally built in 1918 and it was extended in 1933 when the road was moved upstream.

A slope stabilization project was contracted in 2004. About 300 feet of slope was stabilized along the road over the culvert. The upstream wingwalls were extended with gabions. The upstream headwalls and wingwalls were extended vertically by a few feet. Plain riprap was placed around the upstream headwall and wingwalls as well. Although the rehabilitation work was recent, a replacement has been planned, because there will be a highway project on Route 1 that will intersect with this bridge crossing.

This bridge replacement will coincide with a 1.59-mile-long highway reconstruction project on Route 1 in Camden under WIN 018283.00. The part of Route 1 that will be reconstructed was originally built in 1934 and 1935 during two different projects. All existing drainage structures on the road will be replaced, including the Spring Brook Bridge and the Great Brook Bridge. As part of the road improvements, highway will be adding about 6 feet of earth fill to the existing road over the culvert at the centerline of the road.

The existing culvert will need to be replaced. The structure has several places of concrete spalling, including the bottom of the top slab where rebar is hanging out of the slab. Also, it was found that with the addition of 6 feet of fill over the culvert, the top slab would be overstressed by 54% and 65% in the bottom reinforcement (positive moment) and top reinforcement (negative moment) respectively.

The environmental impacts at this location is important to this project. Northern Long-Eared Bats are present at this site, so tree clearing can only be done from mid-October to late April. There is also an in-stream work window from mid-July to late September. Based on this schedule, the tree clearing will need to be scheduled well in advance of the actual construction time to follow the clearing and in-stream work window dates.

Another environmental concern is fish passage, because Spring Brook is a high-quality brook trout stream. The opening of the existing culvert is only 10.5 feet wide. The measured bank full width of Spring Brook is 27.8 feet. Therefore, the existing culvert is undersized for fish passage. Upstream of the culvert, there is a bar in the middle of the channel that was created by a sediment dump due to the grade change from the stream to the culvert. The average upstream

grade is about 4.6%, while the existing culvert grade is 5.25%. Another issue with the existing structure is that it is not aligned well with the upstream and downstream. The proposed culvert should have an opening of at least 31 feet, with two-foot wide banks on each side, so there will be a 27-foot opening between the banks. This culvert should also be aligned, so that the centerline is moved about five feet southwest of the existing centerline, in order to connect the upstream and downstream correctly.

There are scour issues at this bridge due to high velocity. The steep slope in the culvert causes high velocity in the water moving through the culvert, which has created a scour hole directly downstream of the culvert. The scour hole is about 8 feet deep. The grade of the downstream after the scour hole is 3.5%. The slope of the culvert should be reduced to about 4.5% to reduce the water velocity. The scour hole should also be partly filled to bring the stream inlet's elevation up to that of the culvert outlet.

There are also scour issues upstream of the culvert due to the slope change from stream to the culvert. The right river channel banks are eroding and the erosion is beginning to move behind the wingwalls, which can be seen in Figure 1. The erosion is also apparent by the gabions that are slowly moving away from the banks. Figure 2 shows the sand bar in the middle of the channel. Figures 3 and 4 show the surveys from December 1932 and September 2012 respectively. The culvert that was built in 1918 and extended upstream in 1933 to reconstruct the road upstream. From the surveys, it is clear the upstream channel has widened since the culvert was extended.



Figure 1 Upstream Bank Erosion due to Aggradation and Stream Diversion

Figure 2 Bird's eye view of upstream showing the sand bar that was built by the sediment dump. The red circle in the lower left hand corner highlights where the upstream river right bank has eroded.

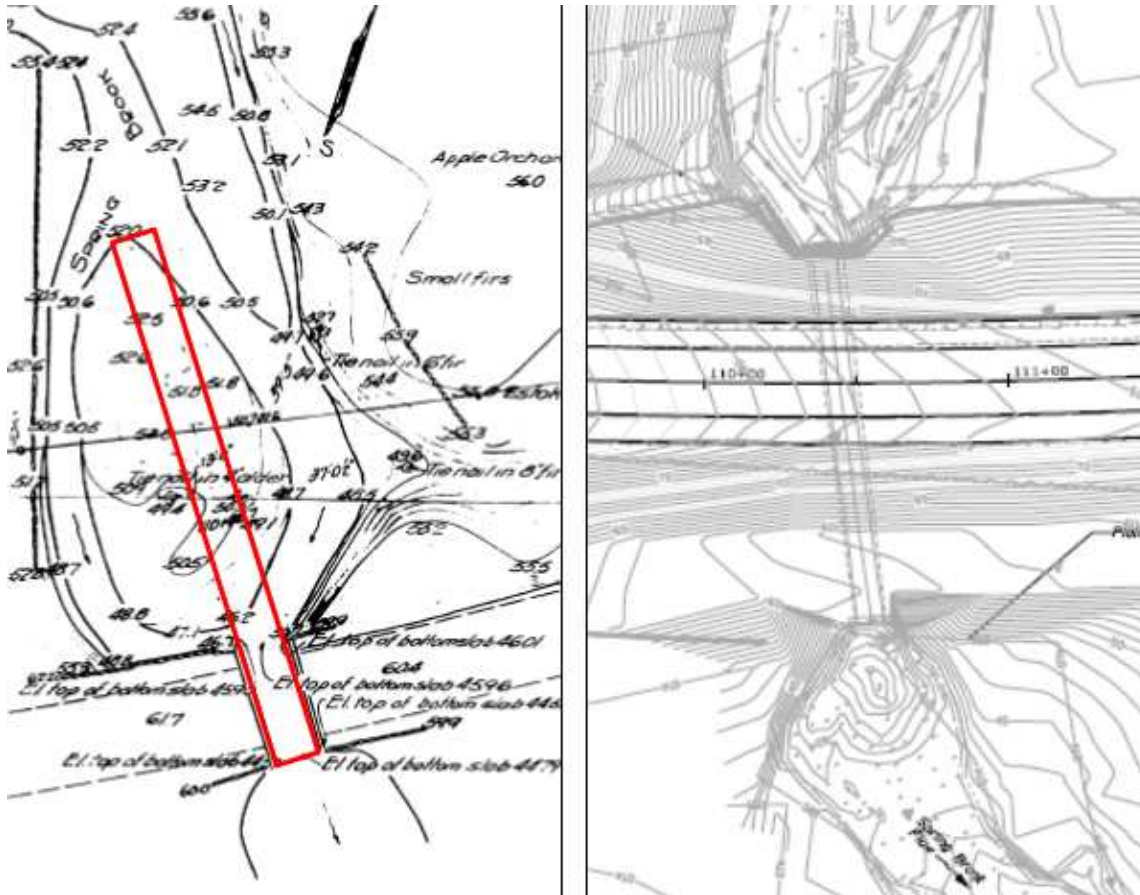


Figure 3 (Left) Survey from December 1932 before extension of existing culvert with approximate existing culvert location outlined in red

Figure 4 (Right) Survey from September 2012 which shows how much the upstream has widened due to erosion

PURPOSE AND NEED

There is a highway reconstruction project on Route 1 which crosses over the bridge. This bridge would have been replaced at a later time, but its replacement will coincide with this highway project. The purpose of the replacement is to remove the bridge from the list of structurally deficient bridges in Maine. To do this, the existing culvert will be replaced with a structure that meets structural, hydraulic and environmental requirements.

MAINTENANCE OF TRAFFIC

There are two options for the maintenance of traffic (MOT). The first option is to close the road during construction. The second option is to stage construction and leave one or two lanes open for traffic.

The first option is to close the bridge during construction. This option would have less impact on the project, because the entire culvert could be replaced in one stage. If the road was closed at the bridge site during construction, traffic would be detoured over Mountain Street (ME 52), Turnpike Drive (ME 52), Camden Road (ME 52), and Beach Road (ME 173). The detour is approximately 16.8 miles end to end, whereas the normal route is about 5.6 miles. This project is on Route 1 in Camden, which has a corridor priority rating of 1. Also, the construction work would be performed during the summer, which is during the peak traffic volume for the year. Therefore, closing the bridge during construction would have very high impacts to traffic.

The second option is to leave one or two lanes open for traffic by replacing the culvert in stages. All replacement options that were considered are well-suited for staged construction, except for the steel girder bridge option. During the first stage, traffic would be placed on the upstream side while the downstream culvert is removed and replaced. During the second stage, traffic would be placed on the new portion of the culvert, while the upstream culvert is removed and replaced. The staged construction plan is included in the Preliminary Plans in Appendix A.

One consideration for the second MOT option is whether to keep one lane or two lanes of traffic open. The Camden Traffic Data Analysis in Appendix F was completed by the Transportation Analysis Section at Maine DOT. Per the analysis, maintaining one lane should be able to accommodate the summer traffic without capacity issues or excessive delay. This analysis used a construction zone length of 500 feet; a free-flow speed in the work zone of 20 miles per hour (mph) and 8% heavy vehicles to obtain a maximum one-lane capacity of 1100 vehicles per hour compared to the high-hour summer volume, which is less than 800 vehicles per hour. However, the Spring Brook Bridge will be replaced with a larger structure than the existing structure. This replacement will require a deep excavation under the structure and a large amount of fill over it. Due to the size of this project, the traffic maintenance would be required for approximately 2 to 3 months, which would be a long time to reduce traffic to one lane.

Conclusion: Considering traffic impacts, constructing the culvert in stages while keeping two lanes open is the recommended traffic maintenance option. During the first stage, the traffic would be maintained on the upstream side. During the second stage, the traffic would be maintained on the downstream side on the newly constructed portion of the culvert. Although this option will be more expensive and will add time to the construction period, it will be the most practical solution. It also will be similar to the maintenance of traffic plan for the highway project, except that two lanes will be maintained instead of one.

UTILITIES

There are Central Maine Power, Fairpoint, Lincolnville Telephone, Maine Fiber Company, and Charter Communications (TWC) utility lines aboveground on the upstream side of the road. The poles that hold these utilities will need to be moved during construction, which will be coordinated with highway. There is also an abandoned underground telephone cable from Fairpoint, which can be removed during construction. The existing and proposed utility lines are shown in the Preliminary Plans in Appendix A. The utility move locations are also included in the staging plan.

RIGHT OF WAY

Rights will need to be obtained from three properties that are abutting the project. Temporary rights will need to be obtained to construct bank sloping, add riprap aprons, and to perform in-stream work. Slope easements will need to be obtained as well, which will be permanent.

SUMMARY OF ALTERNATIVES

Bridge replacement was the only alternative considered for the Spring Brook Bridge. The culvert is in very poor condition and there will be about 6 feet of fill added to the road above the culvert as part of the highway reconstruction project, which will increase the dead load to the existing structure. The culvert was structurally evaluated for the additional dead load and it was found that it would be overstressed. The top slab bottom reinforcement will be overstressed by 54% and the top reinforcement at the supports of the top slab will be overstressed by 65%. Since this culvert is located on Route 1 in Camden, which has a high corridor priority rating, the highway reconstruction project is a good opportunity to replace this structure.

One of the design considerations for bridge replacement is the vertical placement of the new structure, which is dependent upon the depth of the bedrock to the roadway and streambed. The depth to bedrock is difficult to estimate at this location, because there is limited information from the borings. Only two borings were drilled, one at the upstream side and the other at the downstream side, both next to the roadway. This is not enough geotechnical information for this culvert, considering it is over a hundred feet long. However, these are the only two locations where borings can be easily drilled. The lack of borings at other locations of the culvert makes it difficult to predict the variation of bedrock depths. Per the borings, bedrock is 45.4 feet below the existing ground surface (14.4 feet below existing culvert bottom) on the upstream side, while bedrock is 34.2 feet below the existing ground surface (3.4 feet below existing culvert bottom) on the downstream side. That is a large variation in bedrock depth over a length of about 36 feet from upstream to downstream. More borings would determine if this is a more linear variation or if one of these depths is an outlier over the entire length. As part of the slope stabilization project in 2003, rod soundings were taken near the upstream end of the culvert. The soundings only penetrated approximately six feet and only

one hit refusal. There is no certainty of what material caused refusal. Other means to determine bedrock depth at the outer extents of the existing buried structure were considered, such as using ground penetrating radar (GPR) and seismic refraction, but it was determined that neither of these would produce reliable or usable results.

As will be discussed later, the most likely replacement option will be a buried structure on cast-in-place footings. The estimated vertical location of the footings is needed to determine where the culvert will be placed. Per the Maine DOT Bridge Design Guide (BDG), the top of the footing should be above the Q1.1-year flood elevation. Also, the BDG recommends that the footings be buried two feet below the calculated design scour depth. The calculated scour depth is 8.04 feet, so the footings need to be at least 10.1 feet below the stream bed elevation if they are not directly on bedrock. The difference between the bedrock and the scour depth is about 10.5 feet at the most. Therefore, burying the footing down to bedrock, which will be approximately 16 feet at the deepest, is the recommended option. Considering the height requirements for portions of these footings due to the approximate bedrock depth, the footings would likely be walls on top of 3-foot-tall footings that will be wider than the walls. Where bedrock is more than 8 feet below the top of the footings, concrete fill will be placed beneath the footings. The footings would have a consistent elevation, while the walls will slope with the grade of the culvert. In places where bedrock is shallow, rock excavation would be required to keep a consistent grade. The grade of the culvert should be reduced to decrease the velocity of the water running through the culvert. The grade of the existing culvert is 5.25% and the proposed culvert is 4.5%. This will be discussed further in the Hydraulic Report.

As previously mentioned, the calculated scour depth at this site is approximately 8 feet. Although the number is high, the scour depth is realistic, because this site has evidence of scour downstream where there is a scour hole that is about 8 feet deep. There is also a lot of bank scour upstream. The channel has a steep slope and the water flows at a high velocity. Considering these factors, the scour depth is going to be large. It is very important to bury these footings deep enough to prevent scour. Similar buried structures in the state of Maine have had issues with scour and are being improved with scour countermeasures, because the substructure was not properly founded.

In some places along the culvert, the bedrock is very deep. This will require a large amount of excavation to reach the top of the bedrock. However, this project requires a lot of excavation regardless of the depth of the footings. Piles could be placed upstream where the bedrock is predicted to be deep, but it would be much simpler to design one type of foundation for the entire culvert. Also, a pile supported structure on the upstream side could be risky, because the bedrock will likely be high in some spots considering the topography. This would require short piles or the risk of construction issues in the field.

The fill over the culvert and the proposed side slopes are both factors for determining the required height of the culvert as well as how to construct it. A taller structure would require less fill over the culvert, but would be more expensive. For the proposed alternatives, a structure with a height around fourteen feet was chosen.

Another factor in the height of the fill was to build 2:1 slopes on the sides of the proposed road. Fortunately, the proposed culvert will be about four feet taller than the existing one, which will alleviate some of the additional fill on the road. Also, the proposed culvert will be at a higher elevation to put the top of the footings above the Q1.1 elevation. The total length of the proposed culvert will need to be 120 feet, which is the same length as the existing one. The upstream side will be extended further, while the downstream side will be shorter.

The required depth of excavation to bedrock will be a large factor to plan the staging for this project. The approximate depth to bedrock from the existing road elevation upstream is 45.4 feet, per boring number BB-CSB-101. The first stage will replace the structure on the upstream side where the bedrock was found to be buried deep. The construction slopes to this depth will need to be 1:1.5, which would limit how far down the excavation can go.

The staging for the replacement could be done using a temporary structural support. While the downstream side is constructed, the traffic would be placed on the upstream side at the same elevation as the existing road. For the upstream side, traffic would be moved to the new structure on the downstream side. Please refer to the staging plan in Appendix A for further clarification.

One more design consideration for this project is to design the span for bank full width. The bank full width of Spring Brook was measured to be 27.8 feet. A span of 35 feet will be used for this project, in order to make room for 2-foot-wide footings, and 2-foot-wide banks on each side of the culvert channel and have a 27-foot opening between the banks.

Several replacement alternatives were investigated. Three of the options are buried structures. These options would have a natural bottom with stream bed material. As previously discussed, the substructure for the buried structures is assumed to be cast-in-place concrete footings on bedrock. There would be cast-in-place concrete fill below the footings where bedrock is more than 10 feet from the proposed top of footing elevation. The fourth option investigated is to build a full integral abutment bridge.

The four options that were considered are the following:

1. Con/Span Pre-cast Concrete Arch
2. Composite Arch Bridge system
3. Deep Corrugated Galvanized Steel Plate Structure

4. Steel Girder Bridge

Alternative 1: Con/Span Pre-cast Concrete Arch

This option consists of a 35'-0" span by 14'-0" rise pre-cast concrete arch. The weight for a six-foot piece would be between fifteen and twenty tons. The cover over the structure would vary between 17 and 20 feet over the arch under the roadway section. One of the advantages for this type of structure is that precast concrete arches have low maintenance and life cycle costs, because there are no bridge decks or joints at the roadway surface. They also have a long design life and the arches have more efficient material usage than a three-sided rigid frame structure. This structure is efficient to install, as the arches are pre-cast and can be installed consecutively. The wingwalls and headwalls on the upstream and downstream end of the arch would be precast as well. The wingwalls would be precast concrete modular gravity (PCMG) walls.

The precast concrete arches may be manufactured as two leaves per arch unit, depending on the type of arch chosen by the contractor. This would require a crown joint to be cast at the centerline of the arch. Two double drum cranes would be required to install the arches. Also, a man-lift or scaffolding would be required to provide access to the top of the half arches.

Alternative 2: Composite Arch Bridge System

This option consists of a 35'-0" span by 14'-0" rise composite arch bridge system. The cover over the structure would vary between 17 and 20 feet over the arch under the roadway section. Composite bridge systems are durable and have a design life of over one hundred years. They are also a third of the weight of the precast concrete arches. The arches can be unloaded using a loader, forklift or excavator, rather than a crane. Also, arches are light enough for two people to lift and adjust the arches to their final position, although they can be set in place using an excavator as well.

The arches are less efficient to place than precast arches, as they require some assembly in the field. After arches are placed, they are restrained using positioning hardware. The arch ends are fixed to the abutment elevations. Once arches are positioned, FRP deck panels can be connected to them. Deck panels can be installed using light construction equipment, since a 40-foot-long panel weighs around 280 pounds. Panels are attached to the arches with stainless steel fasteners along the spine of the arch. After the panels are set at each abutment, the self-consolidating arch concrete can be placed. This should take only a couple hours to place, but will take two days to set. While the concrete is setting, no work on the deck can be done.

Alternative 3: Deep Corrugated Galvanized Steel Plate Structure

This option consists of either a 35'-0" span by 14'-0" rise arch. The cover over the structure would vary between 17 and 20 feet over the arch under the roadway section. Steel plate

structures are very good for high fill, because they create a steel-soil interaction system. The installation would be the most efficient alternative, because the plates are simple to place together in the field. They also do not require a crane, because they can be placed using an excavator.

This option is the most economical alternative, with an estimated cost of \$2.8 million for a 35' span structure. However, it would require more future maintenance than the other two arch alternatives. It also is the least durable option and has the lowest life expectancy. The structure would be under a large amount of fill and would be placed under a Corridor Priority 1 roadway. Therefore, to minimize future maintenance and maximize the service life, this alternative will not be considered as an option in a detail-build contract.

Alternative 4: Steel Girder Bridge with Integral Abutments and H-Piles

This option consists of a 135' single span steel girder bridge with full integral abutments on piles. This bridge would have fewer impacts on the stream, because it would be shorter in length and will have a much larger opening. It also has a competitive estimated cost of \$3.3 million, but it would require more future maintenance. Also, this option could be very complex to stage for construction.

Conclusion: Options 1 and 2: 35' Precast Concrete Arch or 35' Composite Arch Bridge System

PROPOSED ALTERNATIVE

Detail-Build with two options for the contractor: precast concrete arch system or a composite arch bridge system, each on cast-in-place foundations on bedrock. The span will need to be at least 35 feet to meet bank full width requirements.

The upstream and downstream channels will also be reconstructed to repair the erosion in the upstream right bank and in the downstream scour hole. The upstream sand bar will be removed and the slope of the culvert channel will be reduced to 4.5%. This should reduce the velocity, which should reduce future downstream scour. Also, the reduced channel slope should eliminate the grade change from the upstream to the culvert, which has been the main cause of the bank erosion.

The preliminary cost estimate of this replacement is \$3,100,000. For more information please see Appendix G.

EXISTING BRIDGE SYNOPSIS

TOWN Camden

BRIDGE Spring Brook Bridge

YEAR BUILT 1933

SPAN LENGTHS 10'-6"

CURB TO CURB WIDTH 36'

TYPE OF STRUCTURE: Concrete Box Culvert, with a span of 10'-6" and a rise of 10', 1'-6" thick walls, 1'-3.5" thick top and bottom slabs. The bottom slab is on soil. The length of the culvert is 120 feet. The upstream has a headwall and flared wingwalls, as well as gabions extending the wingwalls. The downstream has only a headwall and some riprap on the slopes.

GENERAL CONDITION: The structure is in poor condition. The downstream end of the box culvert is hanging and is severely undermined and flows into a deep scour hole. There are significant amounts of exposed rebar at the box culvert floor. There are also two large spalls at the downstream end.

BRIDGE RATINGS:

H Truck

OPERATING

37.81 Tons

INVENTORY

27.01 Tons

FHWA SUFFICIENCY RATING 65.4

POSTED LOAD/DATE

N/A

MAINTENANCE PROBLEMS: Erosion on culvert and streambed due to high stream velocity, concrete spalling, exposed rebar, slanted gabion wall.

MAINTENANCE WORK: Slope stabilization on upstream end in 2004.

PREVIOUS STRUCTURE: Concrete box culvert that was built in 1918, which was extended in 1933 under the existing road.

OTHER COMMENTS: There is a large amount of bank erosion upstream along the right bank leading up to the gabion wall with a 5-6 foot cut at the corner. The upstream half of the culvert that was built in 1933 is in fair condition and has very little deterioration

HYDROLOGY REPORT

The Spring Brook Bridge (#2794) on South Belfast Road (Route 1) in Camden spans over Spring Brook. The flows in Spring Brook can be flashy and unpredictable, because it is in a mountainous drainage basin. Spring Brook flows southeast into the Atlantic Ocean about 1,400 feet from the project. Spring Brook originates from three elevated areas. The first point is at the Camden-Lincolnton town line at an elevation of 720 feet. The second point is southwest of the first point at an elevation of 780 feet. These two meet just south of a gravel pit. The third point is southeast of the first point at an elevation of 510 feet. This point meets the brook just south of the Spring Brook trail about 3,000 feet from the project.

Local inhabitants have observed the water level in the culvert at half-full capacity. Some have even said that they have seen it completely full. To simulate this level in HEC-RAS, a flow of 600 cubic feet per second was added to the steady flow analysis as the observed flood level flow. This gave a headwater elevation of 54.23 feet in the existing culvert, which is at about half the culvert height and the height of the banks. A water level at the bank height would be a good estimate for the flood level, since that is also the level of bank erosion. The HEC-RAS results for this flow were also used to calculate the scour depth for the recommended bridge.

On Wednesday, September 30th, 2015 there was very heavy rainfall and flooding in many parts of the state. The amount of rainfall in Camden from 1:00 AM Tuesday, September 29th through 10:00 PM Wednesday, September 30th was 7.24 inches (NOAA 2015). A nearby resident took a picture of the upstream side of Spring Brook the morning after the flooding, which can also be found in Appendix B. The gabions had tilted due to the flooding. According to the neighbor, the cobble bar had increased in size and the stream had shifted more to river right.

There is a FEMA flood insurance study and rate map that was completed for the town of Camden in 1988, but Spring Brook was not studied. Spring Brook is categorized under Zone A, which means that it is determined in the flood insurance study by approximate methods, so no base flood elevations or depths are given. Hydrology was evaluated for Spring Brook by the Maine Department of Transportation Environmental Office- Hydrology Section. Peak flows were calculated with techniques described in the United States Geological Survey Water-Resources Investigations Report 99-4008 (Hodgkins, 1999). The table below summarizes the flow events and the drainage area.

SUMMARY

Drainage Area	2.00	mi ²
Q1.1	49.8	ft ³ /s
Q10	216.8	ft ³ /s
Q50	336.5	ft ³ /s
Q100	393.8	ft ³ /s
Q500	538.9	ft ³ /s
Observed Flood Level	600.0	ft ³ /s

Reported by: Kendra Nash

Date: February 21, 2018

Note: Relevant data and reports are provided in the appendix of this Preliminary Design Report.

HYDRAULIC REPORT

Spring Brook runs through the existing culvert below Route 1 on South Belfast Road. At the time of the survey for original construction in 1933, the water depth was 0.9 feet at the deepest point along the brook per the original plans. For the bridge that was built in 1918, the high-water elevation during surveying was 53.1 feet (NGVD). This elevation would have been about 7 feet deep in the existing culvert.

During a team site visit on June 30th, 2015 the stream was moving at a high velocity. The upstream had water flowing from a pool area and separating around a sandbar, which met back up in a V just before flowing into the culvert. There was also a small stream of water from the northern direction that flowed into the culvert. The upstream channel is rocky with some fallen trees and brush. The upstream floodplains consist of vegetation and trees. As the water flowed into the culvert, it would flow at a steep slope at a small water depth with high velocity (supercritical flow). The water exiting the culvert is opaque, because it is flowing at such a high velocity. The downstream outlet is hanging, creating a waterfall, which flows into a scour hole directly downstream of the outlet. The downstream is rocky after the scour hole and has some fallen trees. The downstream flood plains consist of vegetation and trees.

Hydraulics for the existing and proposed bridges was analyzed with the HEC-RAS 4.1.0 program, using flows calculated from the USGS Regression Equations (2015) and the observed flood level flow. Levees were added to the cross sections where the overflow channel was located, so that water would only flow in that channel when it reached above an elevation of approximately 49 feet. This is the elevation upstream that the water would need to reach to flow over the banks of the main channel. Below is a list of parameters used for the stream and for the existing culvert.

Stream

- Cross Section: Irregular; survey data was used to input stations and elevations of 10 cross-sections that represent the upstream and downstream.
- Ineffective Flow: Ineffective flow areas were selected, assuming an expansion rate of 1.5:1 downstream and a contraction rate of 1:1 upstream.
- Culvert slope: 5.25%
- Stream slope: 4.6% upstream
3.5% downstream of scour hole
- Manning's n: 0.05 stream
0.08 flood plain

Existing Culvert

- Concrete Box: 10'-6" span and a 10' rise
- Straight Culvert with a 45° flare wingwall
- Manning's n: 0.012
- Inlet Elevation: 49.57 feet
- Outlet Elevation: 43.24 feet

A 35-foot span and a 14-foot rise Arch was used for proposed structure hydraulic analysis. Below is a list of parameters used for the stream and for the proposed arch system.

Stream

- Cross Section: Irregular; survey data was used to input stations and elevations of 10 cross-sections that represent the upstream and downstream. A cross section was manually added upstream and downstream of the culvert as well.
- Ineffective Flow: Ineffective flow areas were selected, assuming an expansion rate of 1.5:1 downstream and a contraction rate of 1:1 upstream.
- Stream slope: 4.5%
- Manning's n: 0.05 stream
0.08 flood plain

Proposed Bridge: Concrete Arch

- Concrete Arche: 35'-0" span by 14'-0" rise
- Culvert slope: 4.5%
- A culvert was not modeled for the proposed bridge, because the banks and footings could not be modeled inside the culvert. Instead, 10 cross-sections were added to the stream to model where the culvert would be placed. The inlet and outlet cross sections are included in the hydraulic results in Appendix E.
- Manning's n: 0.012 sides and footings
0.05 bottom and banks
0.08 flood plain
- Inlet Elevation: 49.69 feet
- Outlet Elevation: 44.02 feet

The results of the analysis for the existing and the recommended bridge are summarized at the end of this section. The complete HEC-RAS analysis reports for these bridges are provided in appendix E. The estimated headwater elevations in the summary table for both the existing and proposed bridges are the average of the estimated water surface elevations from HEC-RAS from the culvert inlet to up to 100 feet upstream. The downstream outlet velocities for both the existing and proposed bridges are the maximum of the culvert outlet average velocity and the

average velocity of the cross section downstream of the outlet. The headwater elevation to culvert depth (HW/D) ratio of the existing culvert is 0.47 at the Q50 event which is much lower than the recommended maximum of 0.90. Therefore, the existing culvert is adequate to meet hydraulic standards. The HW/D for the proposed culvert is even lower at 0.24, since the proposed arch has a 35-foot opening, while the existing box culvert has a 10.5-foot opening.

Water flows through the exiting culvert at a high velocity. The Q1.1 event outlet velocity is an estimated 14.1 fps (feet per second). This high velocity has created a scour hole just after the outlet. The proposed bridge decreased the estimated velocity to 7.1 fps. This is due to the proposed grade change from 5.25% to 4.5%, as well as the increased opening of the proposed structure.

The channel and culvert will be designed to better serve the hydraulics at this site. There is large debris that runs through the culvert, which needs to be able to pass through it. The culvert is both too small and poorly aligned with the stream channel. This has caused the banks to erode and aggradation in the channel, because the water is unable to flow through the culvert properly. The sand bar in the middle of the channel is a function of the lateral migration of the stream bed material from the channel bank, which blocks part of the flow and will force the channel migration to continue. The centerline of the culvert will be moved approximately 5 feet south west to align with the channel. The larger structure opening should reduce the bank erosion and stream aggradation. The 35-foot opening will likely be set on 4-foot footings, which will take up 2 feet of the opening on each side. Banks will be added inside the structure to connect the upstream banks. This will give a 27-foot opening on the bottom. A sloped low flow channel will also be added to accommodate fish passage during low flow situations. The preliminary plans in Appendix A show a cross-section of the proposed arch. To further correct the stream lateral migration, the culvert grade reduction mentioned previously should eliminate the grade change from the upstream to the culvert, which should further reduce the bank erosion.

SUMMARY

		Existing Structure	Proposed Bridges
		10'-6" Concrete Box Culvert	35'-0" Span x 14" Rise Concrete Arch
Total Area of Waterway Opening	ft ²	105	380.0
Headwater elevation @ Q _{1.1}	ft	52.2	51.7
Headwater elevation @ Q ₁₀	ft	53.6	52.6
Headwater elevation @ Q ₂₅	ft	54.0	52.9
Headwater elevation @ Q ₅₀	ft	54.3	53.1
Headwater elevation @ Q ₁₀₀	ft	54.8	53.3
Headwater elevation @ Q ₅₀₀	ft	56.0	53.8
Headwater elevation @ observed elevation	ft	56.5	54.0
Hw/D @ Q50		0.47	0.24
Outlet Velocity @ Q _{1.1}	ft/s	14.1	7.1
Outlet Velocity @ Q ₁₀	ft/s	20.8	9.5
Outlet Velocity @ Q ₂₅	ft/s	21.9	9.9
Outlet Velocity @ Q ₅₀	ft/s	22.6	10.6
Outlet Velocity @ Q ₁₀₀	ft/s	23.3	11.1
Outlet Velocity @ Q ₅₀₀	ft/s	24.5	12.3
Outlet Velocity @ observed elevation	ft/s	25.0	12.9

Scour Depth

Scour depth was calculated at this site for a 35' span concrete arch. The existing structure is currently rated as a 5 for scour, which is stable within the footing. However, scour is evident at this location due to the scour hole that is directly downstream of the culvert outlet as well as the integral migration of the channel upstream. This scour hole goes as deep as eight feet below the elevation of the bottom of the existing culvert. There is also undermining at the culvert outlet.

Scour depth calculations were performed using HEC-18 (2012) and are included in Appendix E. The observed elevation discharge flow, which is 600 ft³/s, was used to evaluate scour. It was found that this location experiences live-bed contraction scour, which means that the bed materials are lifted and move with the water. The equation for open-bottom culverts was used to calculate scour. This equation is for clear-water conditions, but was used because there are no equations available for live-bed contraction conditions for open-bottom culverts. The scour depth was calculated to be 8.04 feet. Since footings are recommended to be buried 2 feet below the calculated scour depth, the footings should be buried at least 10.1 feet below the surface. For better protection against scour, the concrete should be buried down to the bedrock which is predicted to be as deep as 16 feet and as shallow as 4 feet below the proposed top of the footing.

Reported by: Kendra Nash

Date: February 21, 2018

Note: All elevations based on North American Vertical Datum (NAVD) of 1988.

APPENDIX A

Preliminary Plans

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



SPECIFICATIONS

Design: Load and Resistance Factor Design per AASHTO LRFD Bridge Design Specifications, Eighth Edition 2017 with 2018 Interim Revisions.

DESIGN LOADING

Live Load HL - 93 Modified for Strength I

TRAFFIC DATA

Current (2017) AADT 7680
Future (2037) AADT 9220
DHV - % of AADT 10
Design Hour Volume 922
Heavy Trucks (% of AADT) 7
Heavy Trucks (% of DHV) 5
Directional Distribution (% of DHV) 53
18 kip Equivalent P 2.0 377
18 kip Equivalent P 2.5 359
Design Speed (mph) 50

HYDROLOGIC DATA

Drainage Area 2.00 sq mi
Design Discharge (Q50) 336.5 cfs
Check Discharge (Q100) 393.8 cfs
Headwater Elevation (Q1.1) 51.7 ft
Headwater Elevation (Q25) 52.9 ft
Headwater Elevation (Q50) 53.1 ft
Headwater Elevation (Q100) 53.3 ft
Discharge Velocity (Q1.1) 7.1 fps
Discharge Velocity (Q50) 10.6 fps
Discharge Velocity (Q100) 11.1 fps

MATERIALS

Concrete:
Precast Class "P"
Fill "Fill"
All Other Class "A"
Reinforcing Steel ASTM A 615/A 615M, Grade 60

BASIC DESIGN STRESSES

Concrete f 'c = 4,000 psi
Precast Concrete f 'c = 5,000 psi

Reinforcing Steel f y = 60,000 psi

LIST OF DRAWINGS

Title Sheet 1
General Plan 2
Profile 3
Culvert Details 4
Staged Construction (5 Sheets) 5-9
Temporary Detour Profile (2 Sheets) 10-11

CAMDEN
KNOX COUNTY
SPRING BROOK BRIDGE
OVER
SPRING BROOK
US ROUTE 1
PROJECT NO. NHPP-2260(800)
PROJECT LENGTH 1.54 mi.
BRIDGE NO. 2794

PRELIMINARY
NOT FOR
CONSTRUCTION
9/4/2019

UTILITIES

Central Maine Power Company
Fairpoint Communications
Lincolnvile Telephone Company

Charter communications (TWC)
Maine Fiber Company

MAINTENANCE OF TRAFFIC

Traffic will be maintained with staged construction using two lanes of traffic.

PROJECT LOCATION	Route 1 in Camden, approx. 0.9 miles southerly of Lincolnvile T/L. Lat./Long. 44° 14' 20" N, 69° 02' 22" W
PROGRAM AREA	Highway Bridges - Traditional
OUTLINE OF WORK	Bridge culvert replacement coinciding with 1.54 miles of roadway rehabilitation.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE	
		COMMISSIONER:	
		CHIEF ENGINEER:	

PRELIMINARY
NOT FOR
CONSTRUCTION
9/4/2019

PROJECT INFORMATION	
PROGRAM	BRIDGE
PROJECT MANAGER	MARK PARLIN
DESIGNER	KENORA WASH
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

CAMDEN
SPRING BROOK BRIDGE

TITLE SHEET

SHEET NUMBER

1

OF 11

Date:9/4/2019

Username: kendra.nash

Division: BRIDGE

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WIN 22608.00

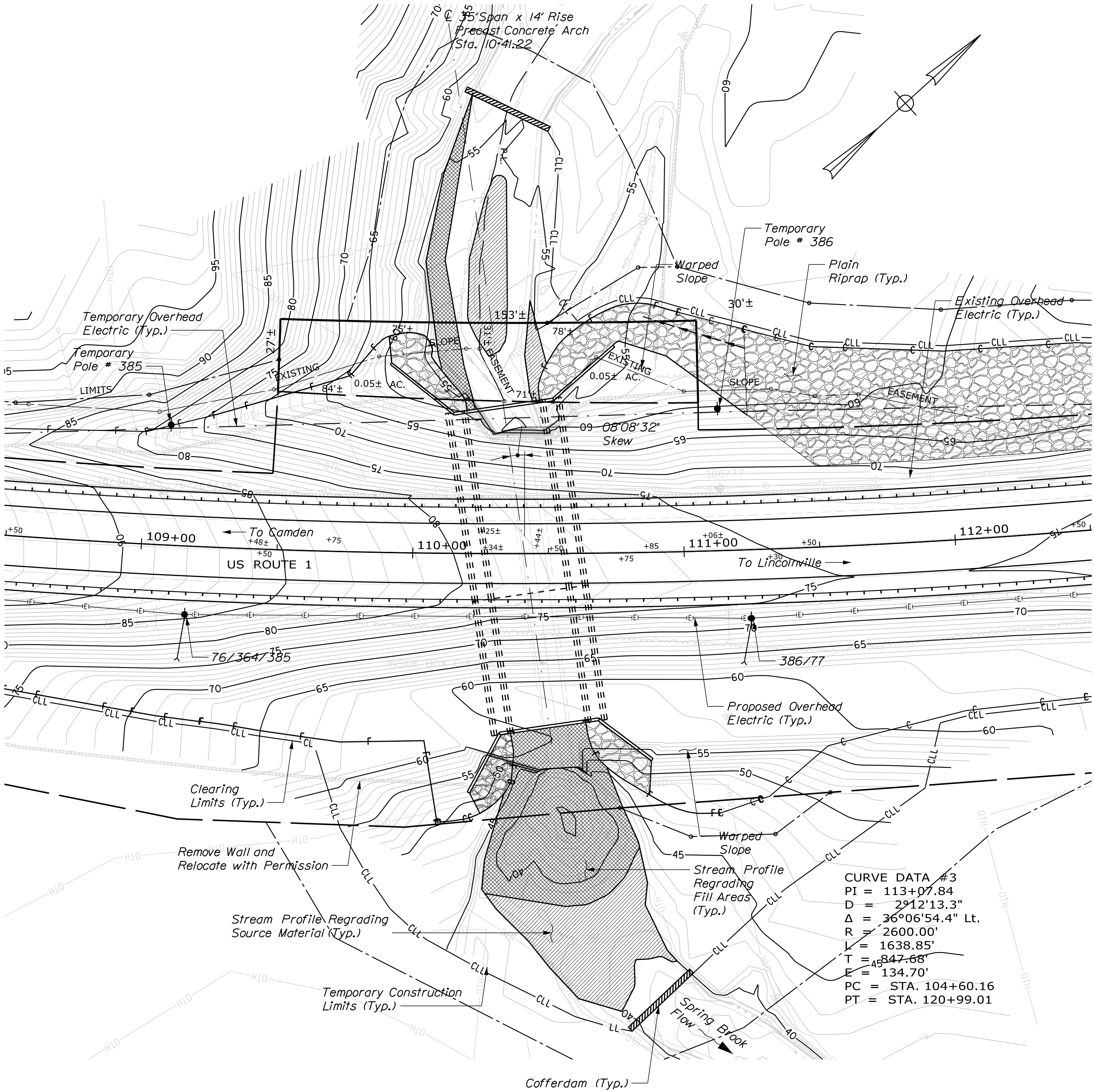
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Division: BRIDGE

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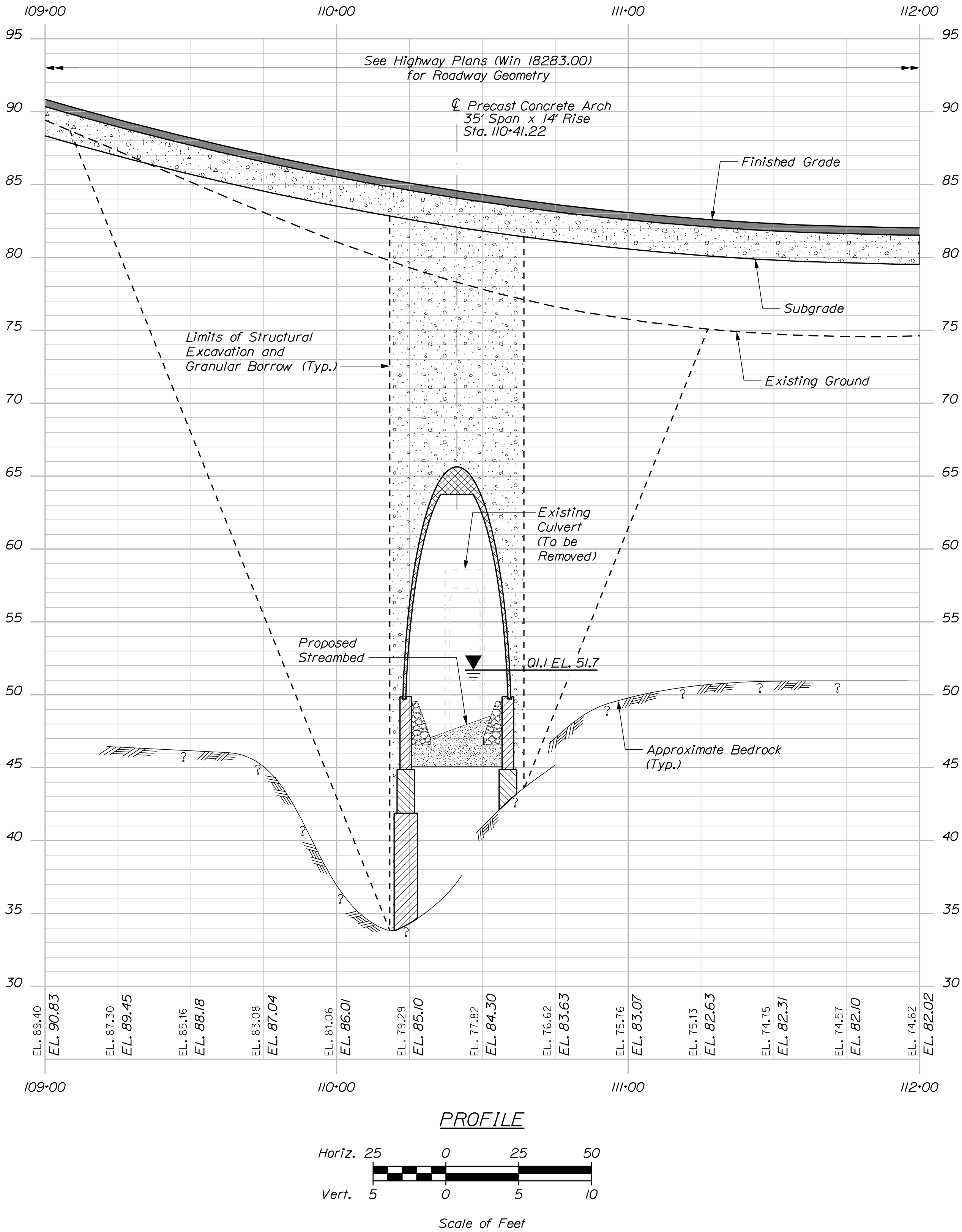
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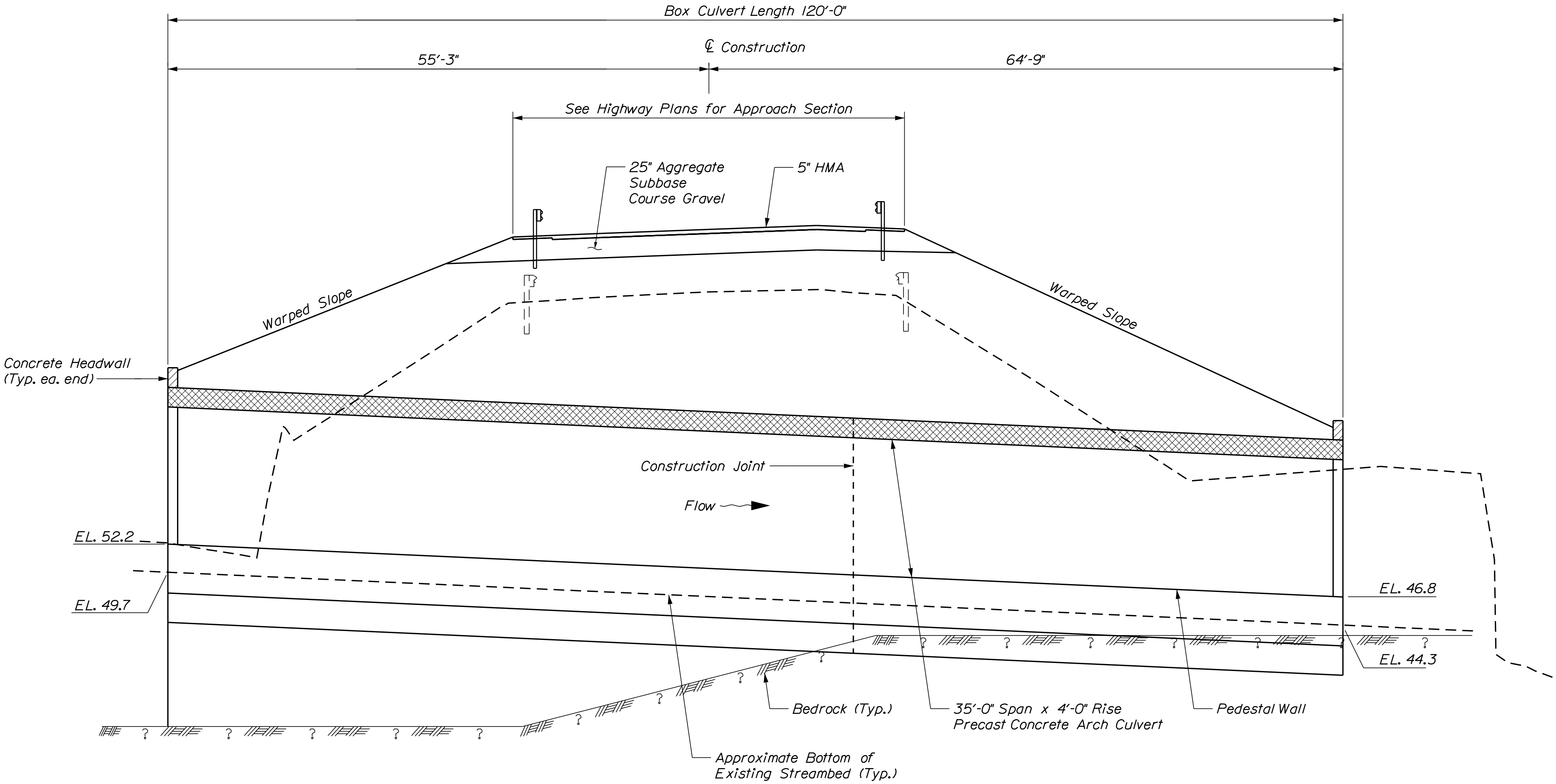
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 CONSTRUCTION
 9/4/2019

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FIELD CHANGES			

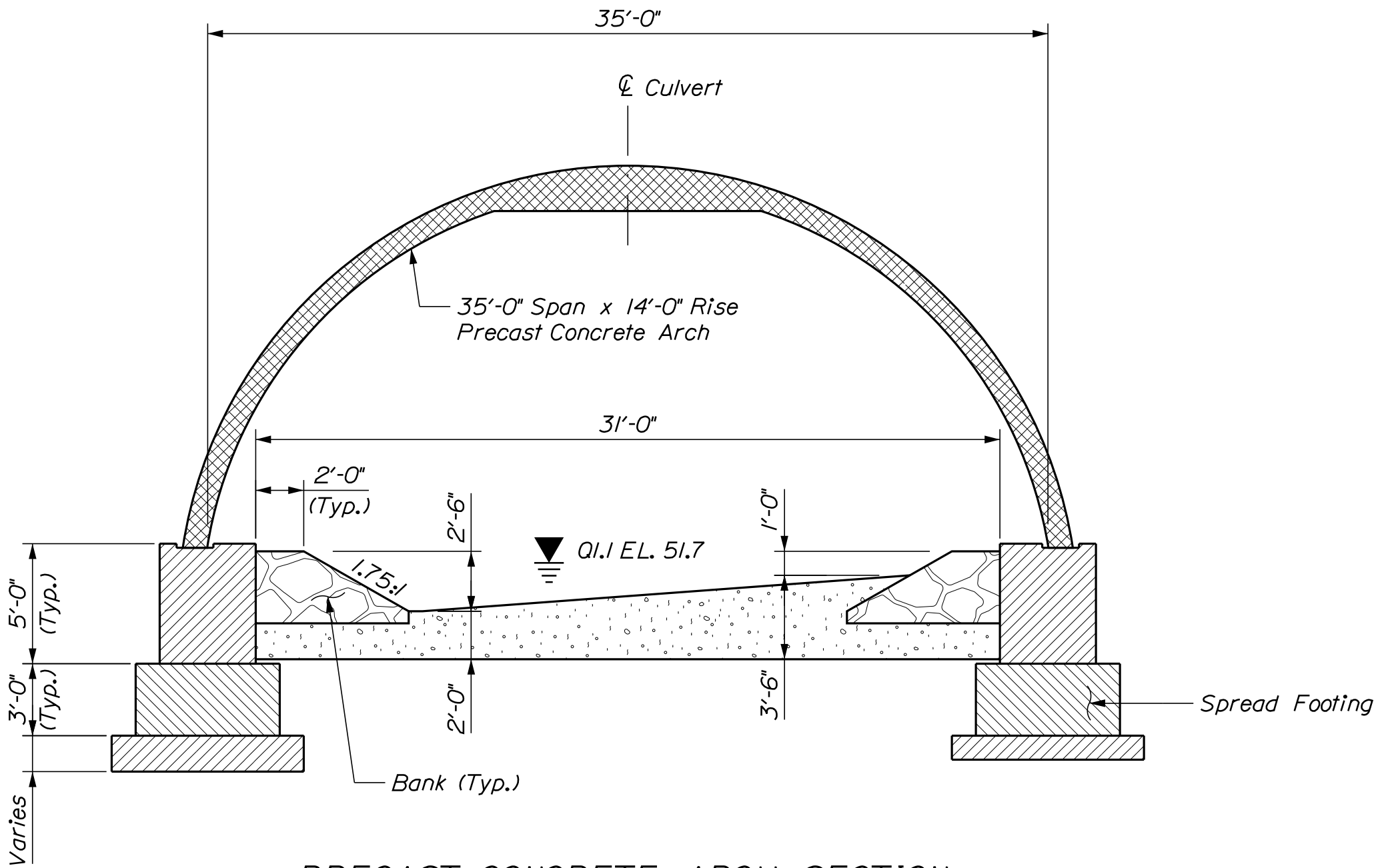
SPRING BROOK BRIDGE
 SPRING BROOK
 CAMDEN
 KNOX COUNTY
 GENERAL PLAN



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	DESIGN-REVIEWED					
	DESIGN-DETAILED					
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REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						
SHEET NUMBER		3				
OF 11		BRIDGE NO. 2794 WIN 22608.00 BRIDGE PLANS				



PRECAST CONCRETE ARCH LONGITUDINAL SECTION



PRECAST CONCRETE ARCH SECTION

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

NHPP-2260(800)

WIN

22608.00

BRIDGE NO. 2794

BRIDGE PLANS

PRELIMINARY

NOT FOR

CONSTRUCTION

9/4/2019

PROJ. MANAGER	MAP	BY	DATE
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SPRING BROOK BRIDGE

SPRING BROOK

CAMDEN

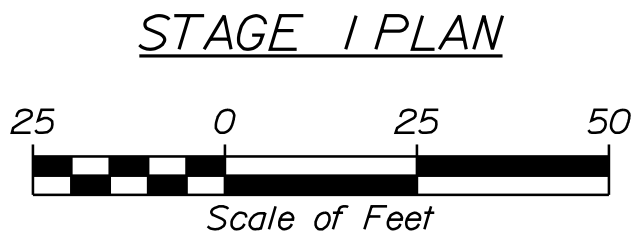
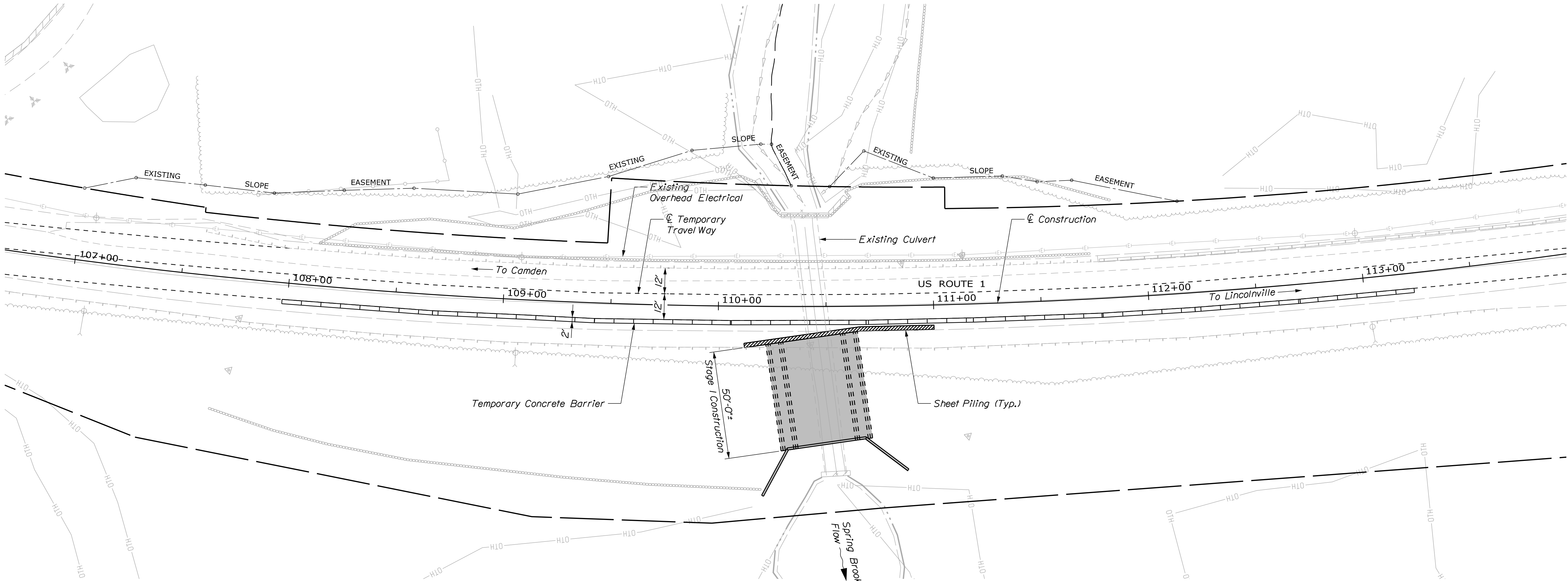
KNOX COUNTY

CULVERT DETAILS

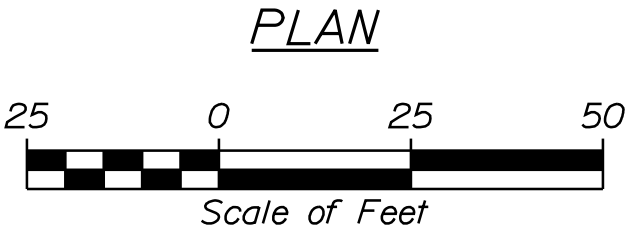
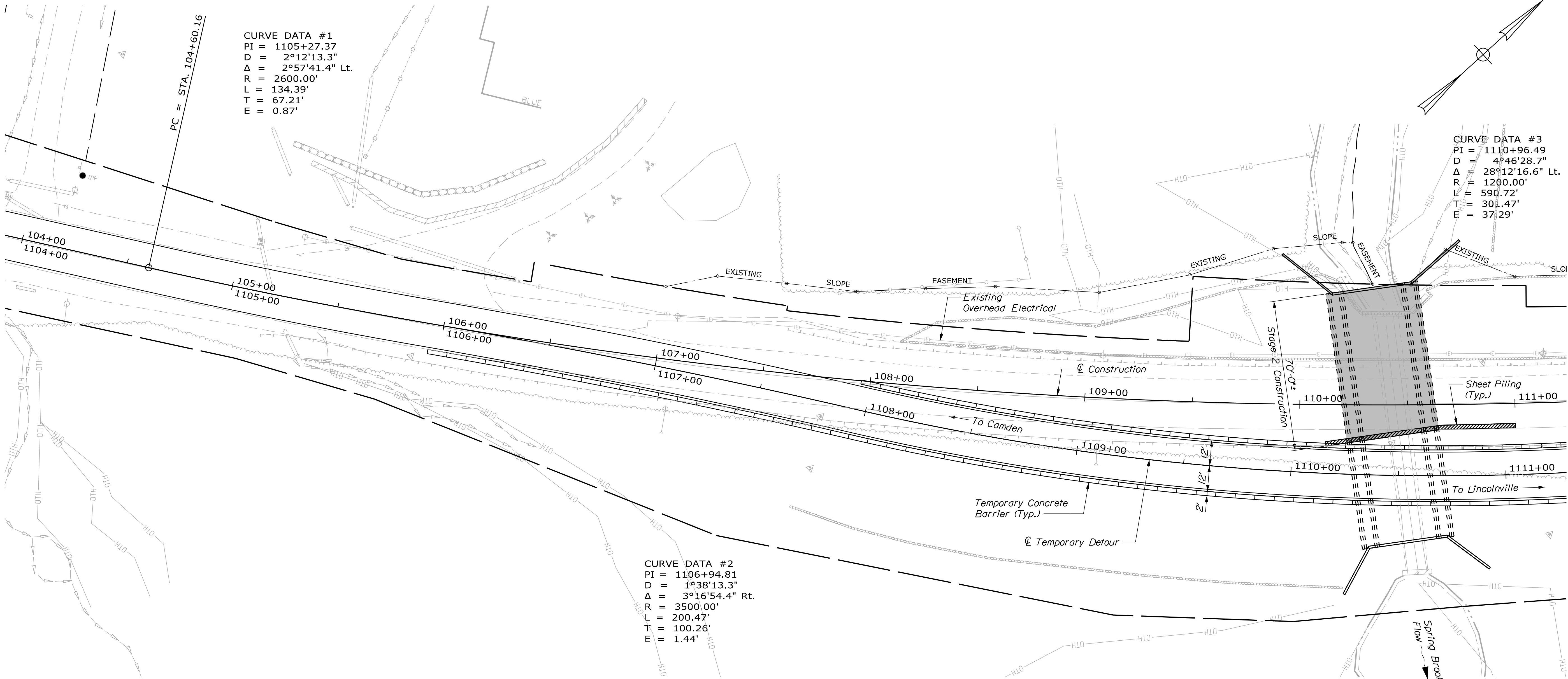
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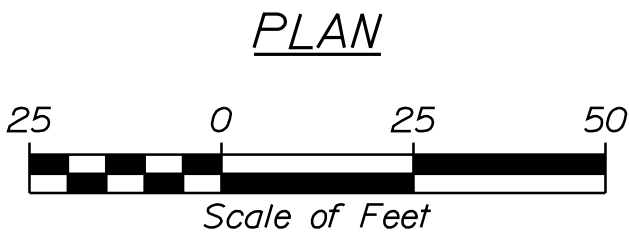
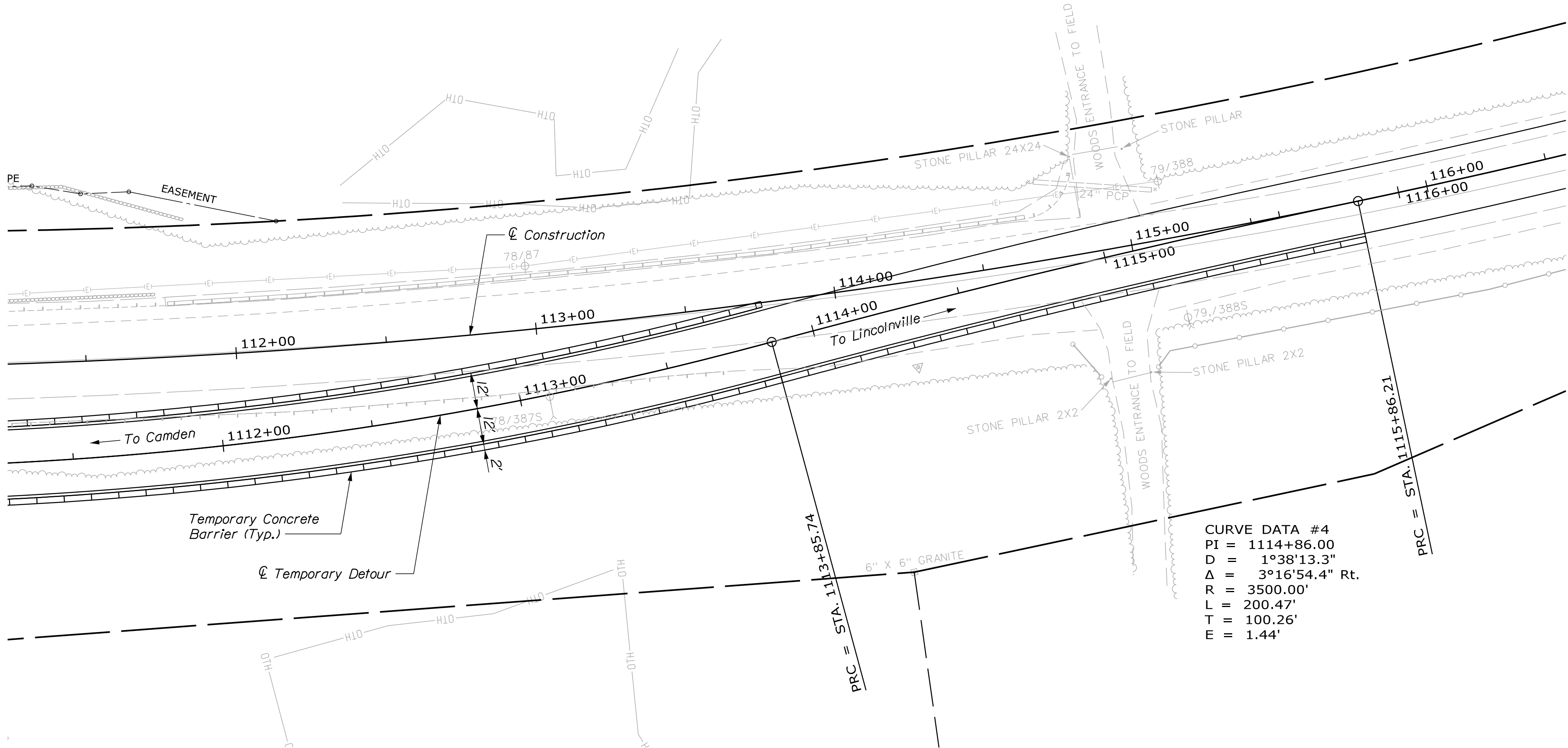
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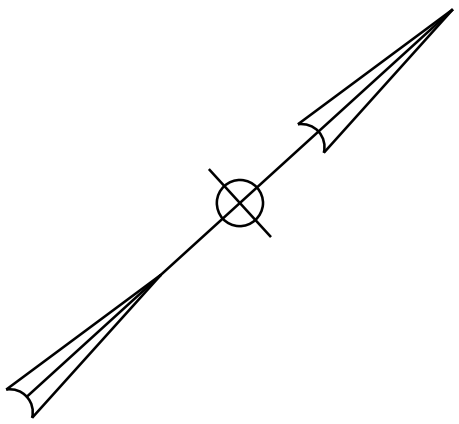
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OF 11		FIELD CHANGES		



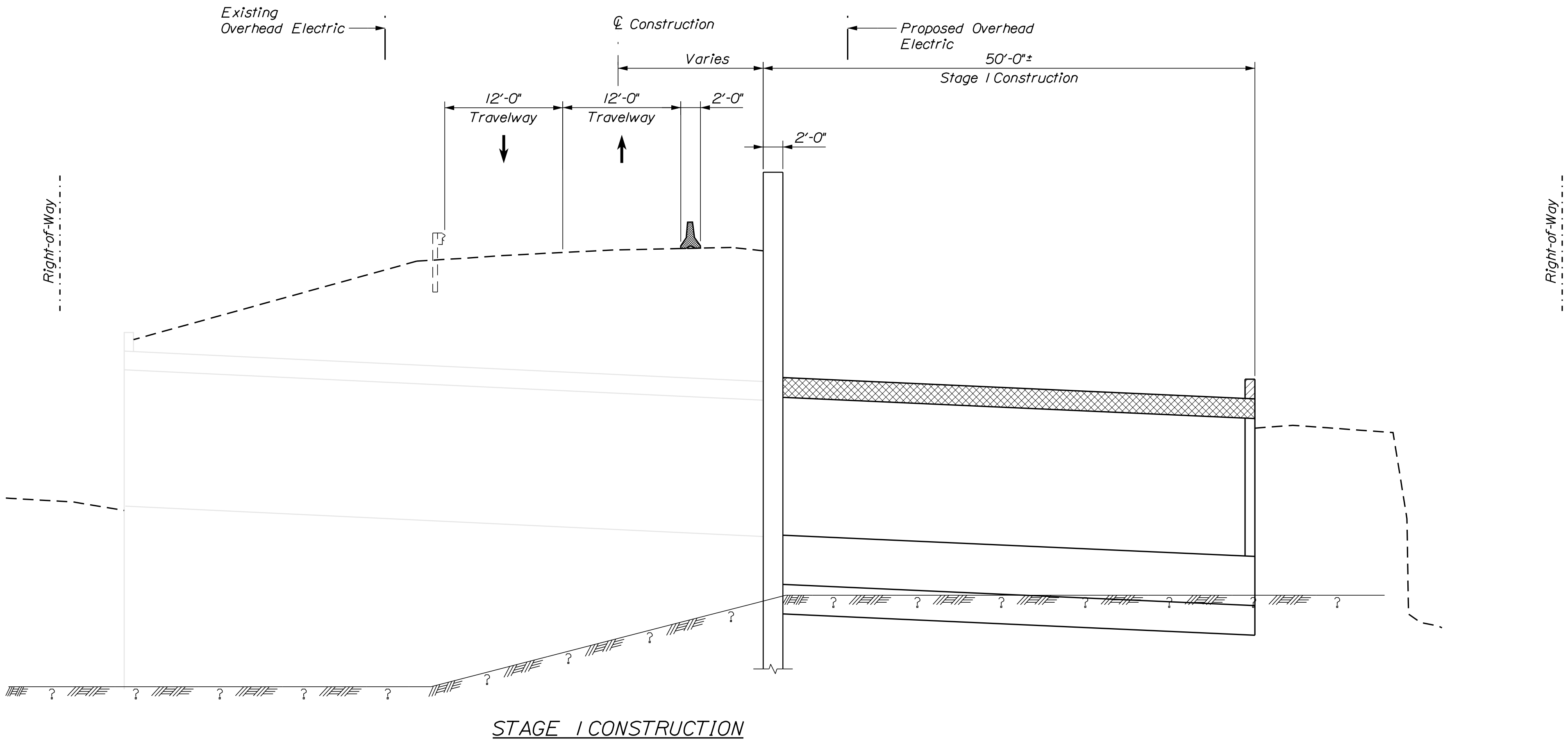
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SHEET NUMBER 6 OF 11			STAGE CONSTRUCTION (2 OF 5)			KNOX COUNTY			KNOX COUNTY		
NHP-2260(800)			PIN 22608.00			BRIDGE PLANS			BRIDGE PLANS		



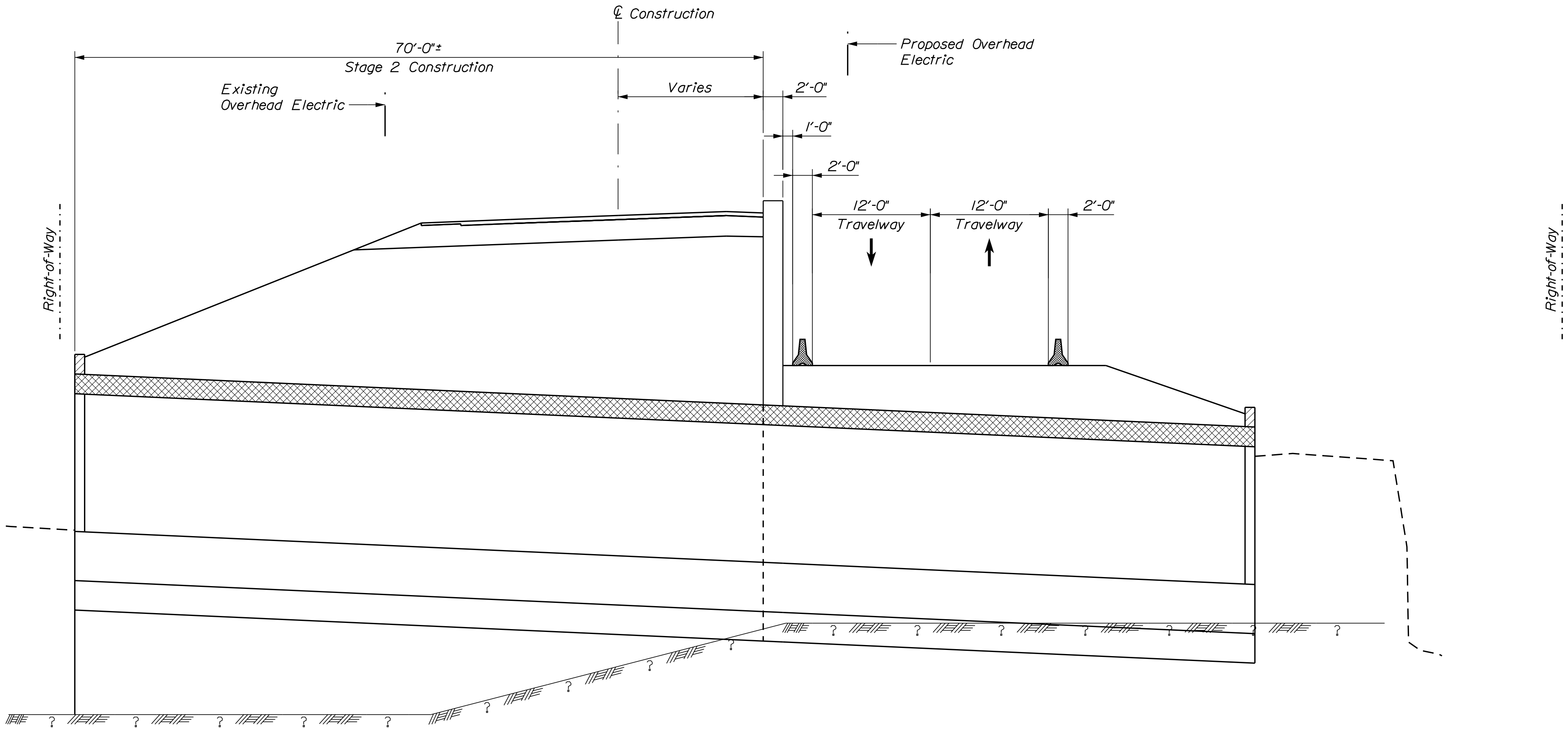
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STAGE 1 CONSTRUCTION



STAGE 2 CONSTRUCTION

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

NHPP-2260(800)

BRIDGE NO. 2794

WIN

22608.00

BRIDGE PLANS

PRELIMINARY

NOT FOR

CONSTRUCTION

9/4/2019

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REVISIONS 3

REVISIONS 4

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BY

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03.07.2018

SPRING BROOK BRIDGE

SPRING BROOK

CAMDEN

KNOX COUNTY

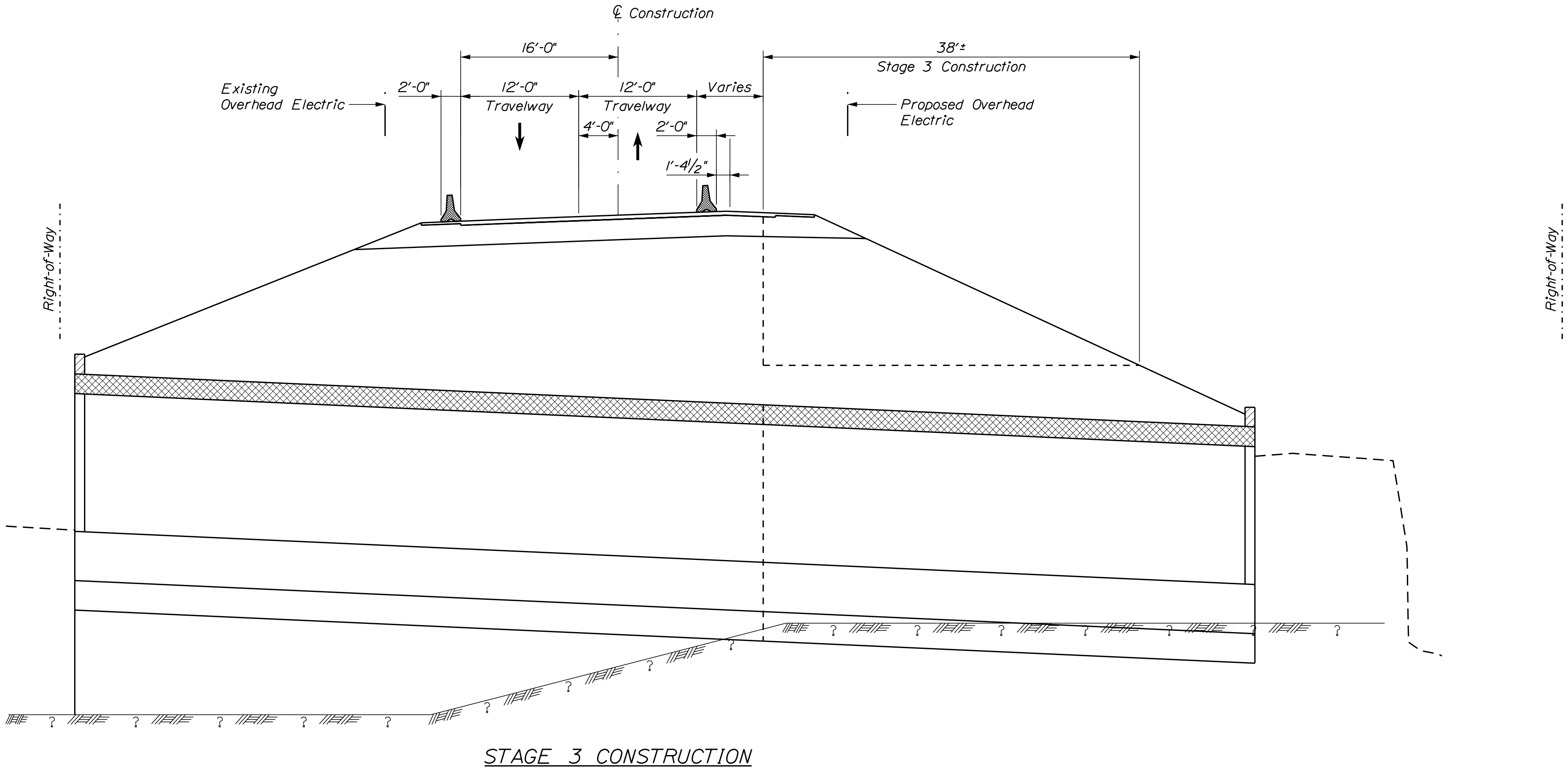
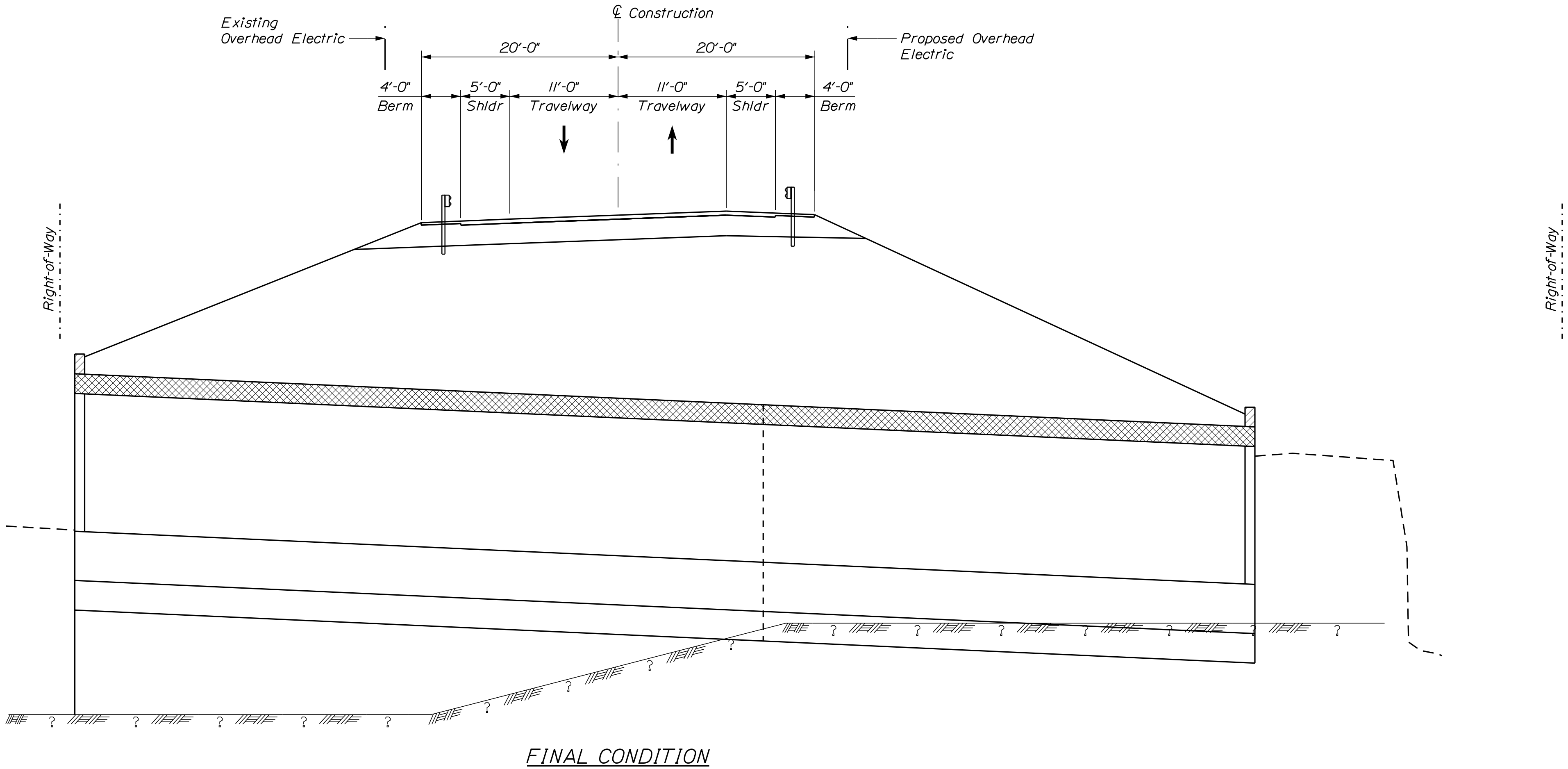
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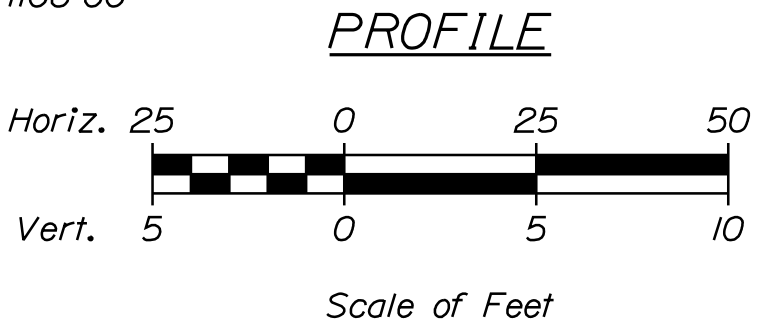
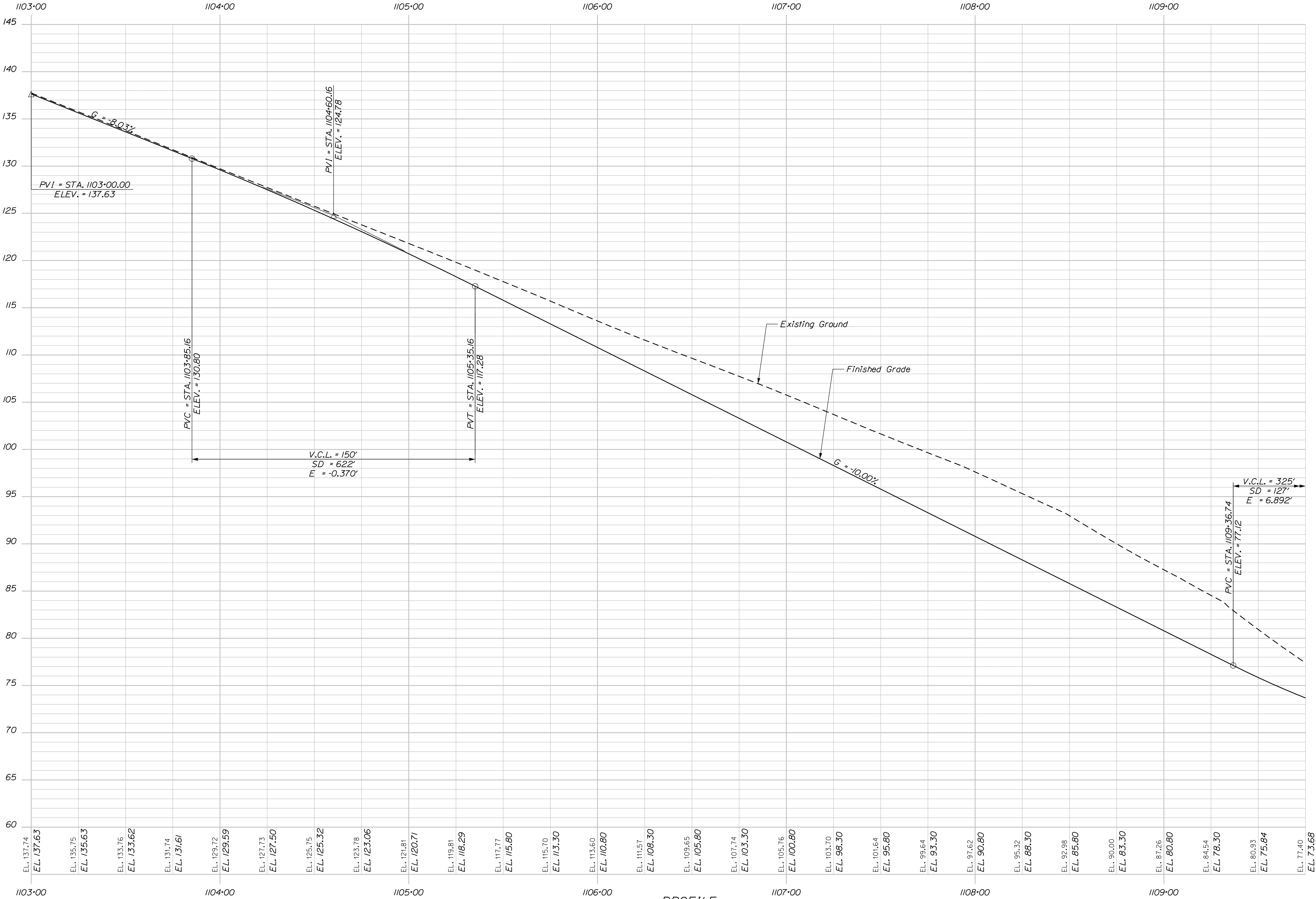
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OF 6



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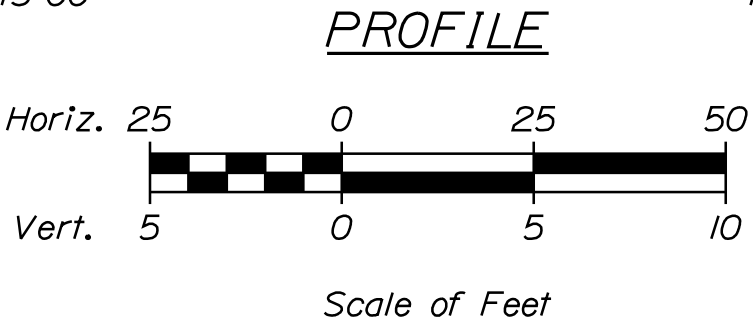
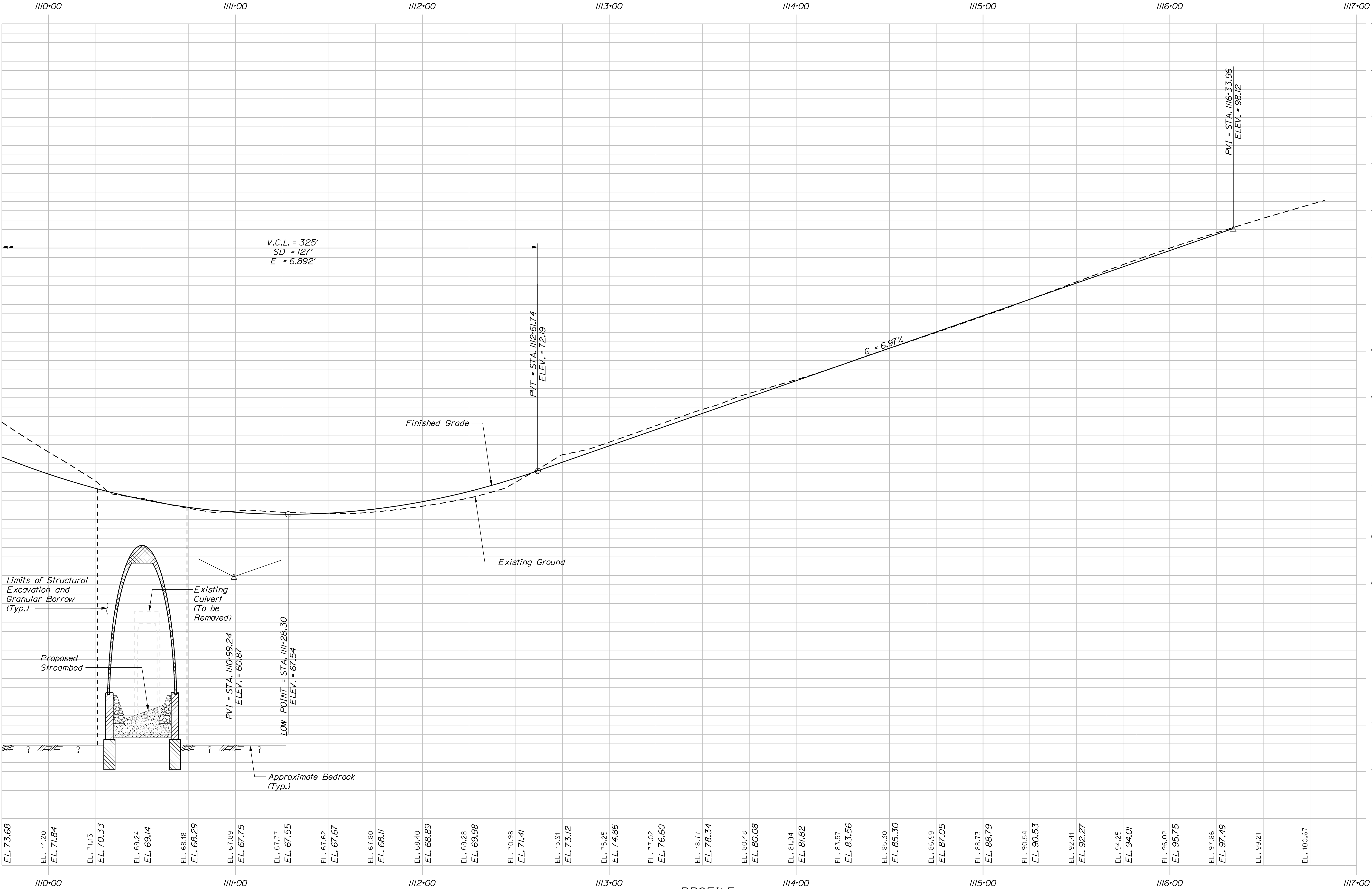
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Date:9/4/2019

Username: kendra.nash

Division: BRIDGE

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION NHPP-2260(800) WIN 22608.00 BRIDGE NO. 2794 BRIDGE PLANS	PRELIMINARY NOT FOR CONSTRUCTION 9/4/2019	PROJ. MANAGER	MAP	BY	DATE
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		CHECKED-REVIEWED	JAW	-----	12/2018
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		REVISIONS 1			
		REVISIONS 2			
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		REVISIONS 4			

APPENDIX B

Photographs



Roadway looking south (May 21, 2009)



Roadway looking northeast (May 31, 2013)



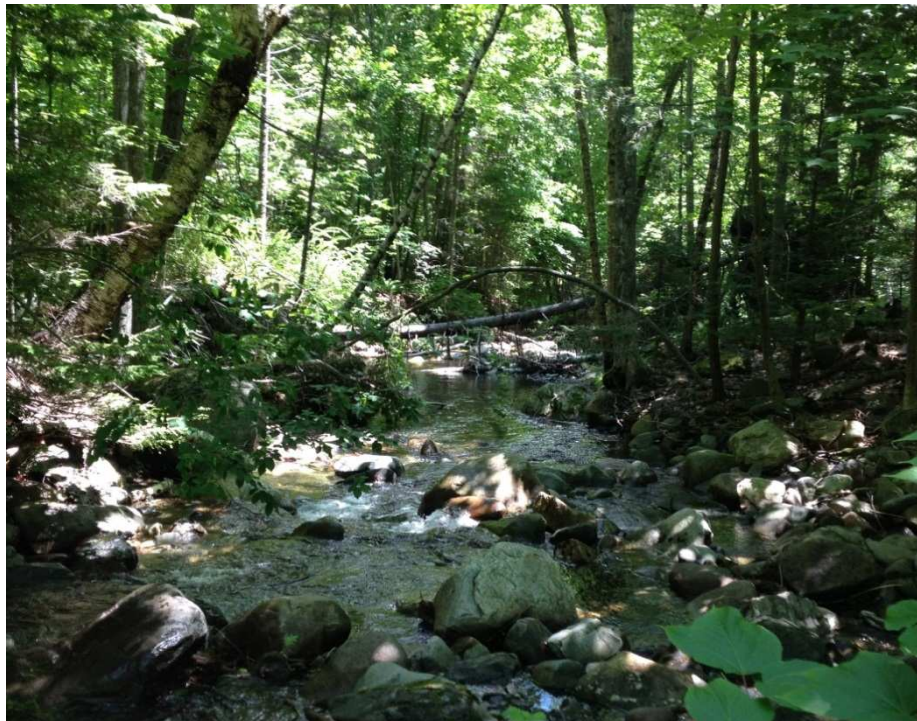
Upstream (June 30, 2015)



Upstream (June 30, 2015)



Scour hole looking from downstream (June 30, 2015)



Downstream (June 30, 2015)



Inside box from upstream (May 8, 2013)



Inside box (May 8, 2013)



Bird's eye view of upstream showing sandbar (November 5, 2014)



Upstream view erosion of river right channel bank (November 5, 2014)



Upstream gabions that are leaning in towards the stream (November 5, 2014)



Upstream on the morning after flooding (October 1, 2015)

APPENDIX C

Site Inspection Reports

Highway Bridge Inspection Report

SPRING BROOK
US 1
over
SPRING BROOK



Inspection Date: 05/07/2015

Inspected By: Tim Merrithew

Inspection Type(s): Routine

National Bridge Inventory

Status

0 - ND

SUFFICIENCY RATING

65.4

Identification

(1) STATE CODE 231 - Maine
 (8) STRUCTURE NUMBER 2794
 (5) INV. ROUTE (ON/UNDER) 1: R 3 - S 1 - M 1 0 - N
 (2) HIGHWAY AGENCY DISTRICT 02 - Mid-Coast
 (3) COUNTY CODE 013 Knox
 (4) PLACE CODE 09725
 (6) FEATURES INTERSECTED SPRING BROOK
 (7) FACILITY CARRIED US 1
 (9) LOCATION .7 MI S TL ON US 1
 (11) MILEPOINT 138.221
 (12) BASE HIGHWAY NETWORK Inventory Route is on the Base
 (13A) LRS INVENTORY ROUTE 000000001X
 (13B) SUBROUTE NUMBER 00
 (16) LATITUDE 44.23898
 (17) LONGITUDE -69.03959
 (98A) BORDER BRIDGE CODE
 PERCENT RESPONSIBILITY 0
 (99) BORDER BRIDGE STRUCT NO. n/a

Structure Type and Material

(43) STRUCTURE TYPE, MAIN 1 - C 19 - (1)
 (44) STRUCTURE TYPE, APPROACH SPANS 0 - O 00 - (1)
 (45) NUMBER OF SPANS IN MAIN UNIT 1
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE N - N
 (108A) WEARING SURFACE N - N
 (108B) DECK MEMBRANE N - N
 (108C) DECK PROTECTION N - N

Age of Service

(27) YEAR BUILT 1933
 (106) YEAR RECONSTRUCTED 2004
 (42) TYPE OF SERVICE On 1 - 1 Under 5 - V
 (28) LANES On 02 Under 00
 (29) AVERAGE DAILY TRAFFIC 6536
 (30) YEAR OF AVERAGE DAILY TRAFFIC 2015
 (109) AVERAGE DAILY TRUCK TRAFFIC 9
 (19) BYPASS DETOUR LENGTH 100

Geometric Data

(48) LENGTH OF MAXIMUM SPAN 10 FT.
 (49) STRUCTURE LENGTH 10 FT.
 (50) CURB/SIDEWALK WIDTHS 0 FT. 0
 (51) BRDG RDWY WIDTH CURB-TO-CURB 0 FT.
 (52) DECK WIDTH, OUT-TO-OUT 0 FT.
 (32) APPROACH ROADWAY WIDTH 38.0 FT.

Inspections

(90) INSPECTION DATE 05/07/2015
 (91) DESIGNATED INSPECTION FREQUENCY 24
 (92) CRITICAL FEATURE INSPECTION (93) CFI DATE
 A. FRACTURE CRITICAL DETAIL N
 B. UNDERWATER INSPECTION N
 C. OTHER SPECIAL INSPECTION N

Condition

(58) DECK N - Not Applicable
 (59) SUPERSTRUCTURE N - Not Applicable
 (60) SUBSTRUCTURE N - Not Applicable
 (61) CHANNEL & CHANNEL PROTECTION 6 - Bank slump, widespread minor damage
 (62) CULVERT 6 - Deterioration or initial disintegration

Load Rating and Posting

(31) DESIGN LOAD 0 - Unknown
 (63) METHOD USED TO DETERMINE OPERATING RATING 2 - Allowable Stress (AS)
 (64) OPERATING RATING 34.3
 (65) METHOD USED TO DETERMINE INVENTORY RATING 2 - Allowable Stress (AS)
 (66) INVENTORY RATING 24.5
 (70) BRIDGE POSTING 5 - Equal to or above leg
 (41) STRUCTURE OPEN/POSTED/CLOSED A - Open

Appraisal

(67) STRUCTURAL EVALUATION 5
 (68) DECK GEOMETRY N
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATERWAY ADEQUACY 9 - Bridge Above Flood V
 (72) APPROACH ROADWAY ALIGNMENT 7 - Better than present m
 (36) TRAFFIC SAFETY FEATURE
 36A) BRIDGE RAILINGS: 0 - Does not meet accep
 36B) TRANSITIONS: 0 - Does not meet accep
 36C) APPROACH GUARDRAIL 0 - Does not meet accep
 36D) APPROACH GUARDRAIL ENDS 0 - Does not meet accep
 (113) SCOUR CRITICAL BRIDGES 5 - Scour within limits of 1

Classification

(112) NBIS BRIDGE LENGTH No
 (104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE 1 - Structure/Route is on
 (26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE 02 - Rural - Principal Arte
 (100) STRAHNET HIGHWAY DESIGNATION Not a STRAHNET route
 (101) PARALLEL STRUCTURE DESIGNATION N - No parallel structure
 (102) DIRECTION OF TRAFFIC 2-way traffic
 (103) TEMP STRUCTURE
 (105) FEDERAL LANDS HIGHWAYS Not Applicable
 (110) DESIGNATED NATIONAL NETWORK Inventory route not on ne
 (20) TOLL 3 - On Free Road
 (21) MAINTENANCE RESPONSIBILITY 01 - State Highway Agen

Navigation Data

(38) NAVIGATION CONTROL

(111) PIER OR ABUTMENT PROTECTION

(39) NAV VERT CLEARANCE

FT.

(116) MIN NAVIGATION VERT CLEARANCE, VERT LIFT BRIDGE

(40) NAV HORIZONTAL CLEARANCE

FT.

Proposed Improvements

(75A) TYPE OF WORK PROPOSEDNo Major Work Needed

(75B) WORK DONE BY

(76) LENGTH OF STRUCTURE IMPROVEMENT

FT.

(94) BRIDGE IMPROVEMENT COST\$

(95) ROADWAY IMPROVEMENT COST\$

(96) TOTAL PROJECT COST\$

(97) YEAR OF IMPROVEMENT COST ESTIMATE

(114) FUTURE ADT

9150

(115) YEAR OF FUTURE ADT

2035

General Bridge Data

Structure Number: 2794

Structure Name: SPRING BROOK

Owner: 1 State DOT

Town: Camden

Co-Owner: N Not applicable

Town2:

Region: 02 Mid Coast

Maintainer: 1 State DOT

Bridge Plans: ☐

Co-Maintainer: N Not applicable

Structure Type

Main Span

Type: 4 Culvert

Sub Type: 4 Box

Construction: 0 Not Applicable

Material: 2 Concrete

Continuity: 1 Non Continuous

Composite: 1 Non Composite

Moveable: 0 No

Deck Area: 379.987197800 (SF)
00000

Curb Reveal Lt: 0.000000000000 (in)
0000

Curb Reveal Rt: 0.000000000000 (in)
0000

Approach Span

Type: _

Sub Type: _

Construction: _

Material: _

Continuity: _

Composite: _

Moveable: _

Repairs Done:

Year

How

Scope

Substructures

Shaft	Notes
Abutment 1	
Pier	
Pier	
Pier	
Abutment 2	

Foundation	Notes
Abutment 1	
Pier	
Pier	
Pier	
Abutment 2	

Roadway

Road/Route Name	US 1
Abut-Abut Detour	53.855972852000000
Corridor Priority	1

Inspection Notes

Structure Number: 2794

Town: Camden

Structure Name: SPRING BROOK

Inspection Date: 05/07/2015

Structure Notes

1933 10' Concrete box culvert with extension on up stream end in 2004. Approx. 20' of the down stream end of the box is under old road bed, which is 15' below the existing Rte 1.

Wearing Surface

Deck

NBI Item 58: N

Superstructure

NBI Item 59: N

Substructure

NBI Item 60: N

Culvert

NBI Item 62: 6

Downstream end of box culv. is hanging and is severely undermined, and flows into a deep scour hole (see photo) Approx. 20' of the down stream end of the box is under old road bed, which is 15' below the existing Rte 1. Significant amounts of exposed rebar at box culvert floor appr. 40%. See photos, but no cracking or settling. 2 large spalls at DS end. See photos. US end has large tree at inlet and erosion behind gabion basket wall

Channel

NBI Item 61: 6

Other

Special Inspection

Monitoring

Pontis Notes

.

Inspector: Tim Merrithew
Inspection Date: 05/07/2015

Structure Number: 2794
Facility Carried: US 1

Highway Bridge Inspection Report

National Bridge Inventory

IDENTIFICATION		INSPECTIONS	
(1) STATE CODE	231 - Maine	(90) INSPECTION DATE	05/07/2015
(8) STRUCTURE NUMBER	2794	(91) DESIGNATED INSPECTION FREQUENCY	24
(5) INV. ROUTE (ON/UNDER)	1 3 1 1 0	(92) CRITICAL FEATURE INSPECTION	(93) CFI DATE
(2) HIGHWAY AGENCY	02	(3) COUNTY CODE	013
(4) PLACE CODE	09725	A. FRACTURE CRITICAL DETAIL	N
(6) FEATURES INTERSECTED	SPRING BROOK	B. UNDERWATER INSPECTION	N
(7) FACILITY CARRIED	US 1	C. OTHER SPECIAL	N
(9) LOCATION	.7 MI S TL ON US 1	CONDITION	
(11) MILEPOINT	138.221	(58) DECK	N
(12) BASE HIGHWAY NETWORK	1	(59) SUPERSTRUCTURE	N
(13A) LRS INVENTORY ROUTE	000000001X	(60) SUBSTRUCTURE	N
(13B) SUBROUTE NUMBER	00	(61) CHANNEL & CHANNEL PROTECTION	6
(16) LATITUDE	44.	(62) CULVERT	6
(17) LONGITUDE	69.0395888888889	LOAD RATING AND POSTING	
(98A) BORDER BRIDGE CODE		(31) DESIGN LOAD	0
PERCENT RESPONSIBILITY	0	(63) METHOD USED TO DETERMINE OPERATING RATING	2
(99) BORDER BRIDGE STRUCT	n/a	(64) OPERATING RATING	34.3
STRUCTURE TYPE AND MATERIAL		(65) METHOD USED TO DETERMINE INVENTORY RATING	2
(43) STRUCTURE TYPE, MAIN		(66) INVENTORY RATING	24.5
A) KIND OF MATERIAL/DESIGN:	1 - Concrete	(70) BRIDGE POSTING	5
B) TYPE OF DESIGN/CONSTR:	19 - Culvert (includes frame culverts)	(41) STRUCTURE OPEN/POSTED/CLOSED	A
(44) STRUCTURE TYPE, APPROACH SPANS		APPRAISAL	
A) KIND OF MATERIAL/DESIGN:	0 - Other	(67) STRUCTURAL EVALUATION	5
B) TYPE OF DESIGN/CONSTR:	00 - Other	(68) DECK GEOMETRY	N
(45) NUMBER OF SPANS IN MAIN	1	(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL	N
(46) NUMBER OF APPROACH	0	(71) WATERWAY ADEQUACY	9
(107) DECK STRUCTURE TYPE	N	(72) APPROACH ROADWAY ALIGNMENT	7
(108A) WEARING SURFACE	N	(36) TRAFFIC SAFETY FEATURE	
(108B) DECK MEMBRANE	N	36A) BRIDGE RAILINGS:	N
(108C) DECK PROTECTION	N	36B) TRANSITIONS:	N
AGE OF SERVICE		36C) APPROACH GUARDRAIL:	1
(27) YEAR BUILT	1933	36D) APPROACH GUARDRAIL ENDS:	1
(106) YEAR RECONSTRUCTED	2004	(113) SCOUR CRITICAL BRIDGES	5
(42) TYPE OF SERVICE	ON 1 UNDER 5	SUFFICIENCY RATING	0
(28) LANES	ON 02 UNDER 00	STATUS 72.4	
(29) AVERAGE DAILY TRAFFIC	6420	CLASSIFICATION	
(19) BYPASS DETOUR LENGTH	66	(112) NBIS BRIDGE LENGTH	N
(30) YEAR OF AVERAGE DAILY TRAFFIC	2014	(104) HIGHWAY SYSTEM OF THE INVENTORY ROUTE	1
(109) AVERAGE DAILY TRUCK TRAFFIC	9	(26) FUNCTIONAL CLASSIFICATION OF INVENTORY ROUTE	02
GEOMETRIC DATA		(100) STRAHNET HIGHWAY DESIGNATION	0
(48) LENGTH OF MAX SPAN (ft.)	10	(101) PARALLEL STRUCTURE DESIGNATION	N
(49) STRUCTURE LENGTH (ft.)	10	(102) DIRECTION OF TRAFFIC	2
(50) CURB/SIDEWALK WIDTHS (ft.)	LEFT 0 RIGHT 0	(103) TEMP STRUCTURE	
(51) BRDG RDWY WIDTH CURB-TO-CURB (ft.)	0	(105) FEDERAL LANDS HIGHWAYS	0
(52) DECK WIDTH, OUT-TO-OUT (ft.)	0	(110) DESIGNATED NATIONAL NETWORK	0
(32) APPROACH ROADWAY WIDTH (ft.)	38.0	(20) TOLL	3
(33) BRIDGE MEDIAN	0	(21) MAINTENANCE RESPONSIBILITY	01
(34) SKEW (DEG.)	0	(22) OWNER	01
(35) STRUCTURE FLARED	0	(37) HISTORICAL	5
(10) INV RTE, MIN VERT CLEAR (ft.)	328.05	NAVIGATION DATA	
(47) TOTAL HORIZONTAL CLEARANCE (ft.)	38.0	(38) NAVIGATION CONTROL	
(53) VERTICAL CLEARANCE OVER BRIDGE ROADWAY (ft.)	327.76	(111) PIER OR ABUTMENT PROTECTION	
(54) VERTICAL UNDER CLEARANCE (ft.)	N 0	(39) NAV VERT CLEARANCE (ft.)	
(55) LATERAL UNDER CLEARANCE RIGHT (ft.)	N 327.76	(116) MIN NAVIGATION VERT CLEARANCE, VERT LIFT BRIDGE (ft.)	
(56) MIN LATERAL UNDER CLEARANCE (ft.)	99.9	(40) NAV HORIZONTAL CLEARANCE (ft.)	
PROPOSED IMPROVEMENTS			
(75A) TYPE OF WORK PROPOSED	(75B) WORK DONE BY		
(76) LENGTH OF STRUCTURE IMPROVEMENT (ft.)			
(94) BRIDGE IMPROVEMENT COST (\$)	-2		
(95) ROADWAY IMPROVEMENT COST (\$)			
(96) TOTAL PROJECT COST			
(97) YEAR OF IMPROVEMENT COST ESTIMATE			
(114) FUTURE ADT	8988		
(115) YEAR OF FUTURE ADT	2034		

Inspector: Tim Merrithew
Inspection Date: 05/07/2015

Structure Number: 2794
Facility Carried: US 1

Highway Bridge Inspection Report

Element Inspection

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
241 - Reinforced Concrete Culvert	2 - Low	144	ft.	0	130	14	
820 - Reinforced Concrete Wall	2 - Low	30	ft.	0	30		
823 - Other Wall	3 - Mod.	42	ft.	0	42		

MaineDOT Load Rating and Posting

Structure Number: 2794

Town 1: Camden

Bridge Name: SPRING BROOK

Town 2:

Owner: 1 State DOT

Design Load

Vehicle:

Operating Rating:

Inventory Rating:

HL-93

34.3

24.5

HL-93 Modified

Legal Load

Configuration:

Axles:

Weight (Tons):

Rating:

Tons:

1

6

50

2

6

47

3

5

44

4

5

44

5

5

44

6

4

38

7

3

29.

8

2

58.

7

Routine Permit Loads

Configuration:

Axles:

Weight (Tons):

Rating:

Tons:

Tractor w/semi trailer

4

60

Load Rating

TEDOC Reference:

Controlling Member:

Controlling Stress:

Posting Committee

Discussion:

TEDOC Reference:

Load Test

Type:

Load Test Date:

TEDOC Reference:

Load Test Results:

Posting Status

☐ Posted

Weight in tons:

☐ Posted for one truck at a time

☐ Posted for 4 axle

☐ Posted for spacing

Inspector: Tim Merrithew
Inspection Date: 05/07/2015

Structure Number: 2794
Facility Carried: US 1

Highway Bridge Inspection Report

Pictures



PHOTO 1

Description View of roadway facing SW



PHOTO 2

Description Up stream view

Highway Bridge Inspection Report

Pictures



PHOTO 3

Description View showing log against US gabion baskets and erosion behind end of wall



PHOTO 4

Description General view of barrel

Inspector: Tim Merrithew
Inspection Date: 05/07/2015

Structure Number: 2794
Facility Carried: US 1

Highway Bridge Inspection Report

Pictures



PHOTO 5

Description View showing heavy scaling of floor with exposed rebar



PHOTO 6

Description View showing rust leakage and efflo at center joint

Inspector: Tim Merrithew
Inspection Date: 05/07/2015

Structure Number: 2794
Facility Carried: US 1

Highway Bridge Inspection Report

Pictures



PHOTO 7

Description View showing hole with exposed rebar in wall



PHOTO 8

Description View showing spalling cracking and efflo at drain

Highway Bridge Inspection Report

Pictures



PHOTO 9

Description View showing hole with exposed rebar in wall



PHOTO 10

Description View showing large spall at DS end of floor/wall

Inspector: Tim Merrithew
Inspection Date: 05/07/2015

Structure Number: 2794
Facility Carried: US 1

Highway Bridge Inspection Report

Pictures



PHOTO 11

Description Down stream view

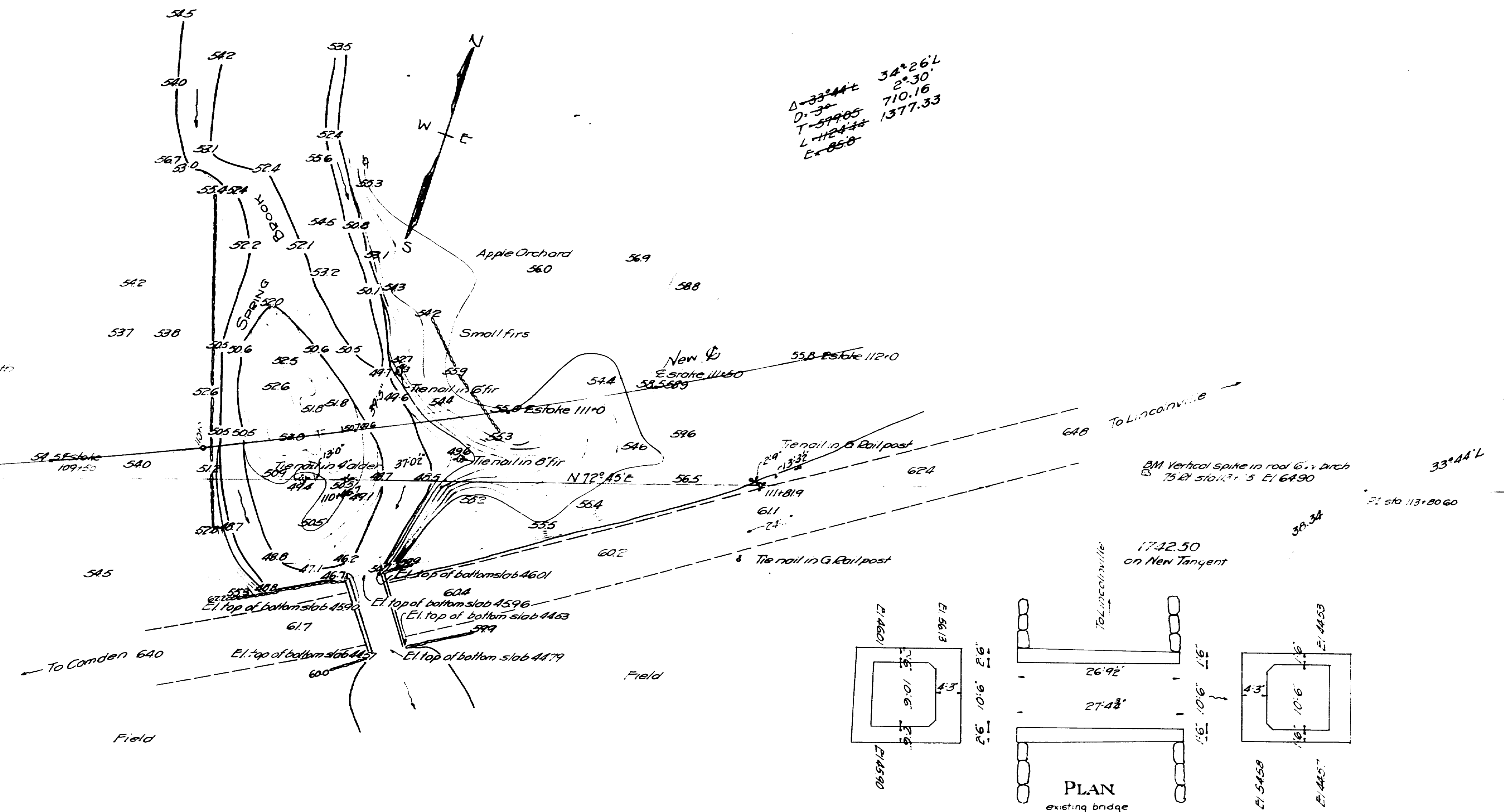
APPENDIX D

Existing Bridge Plans

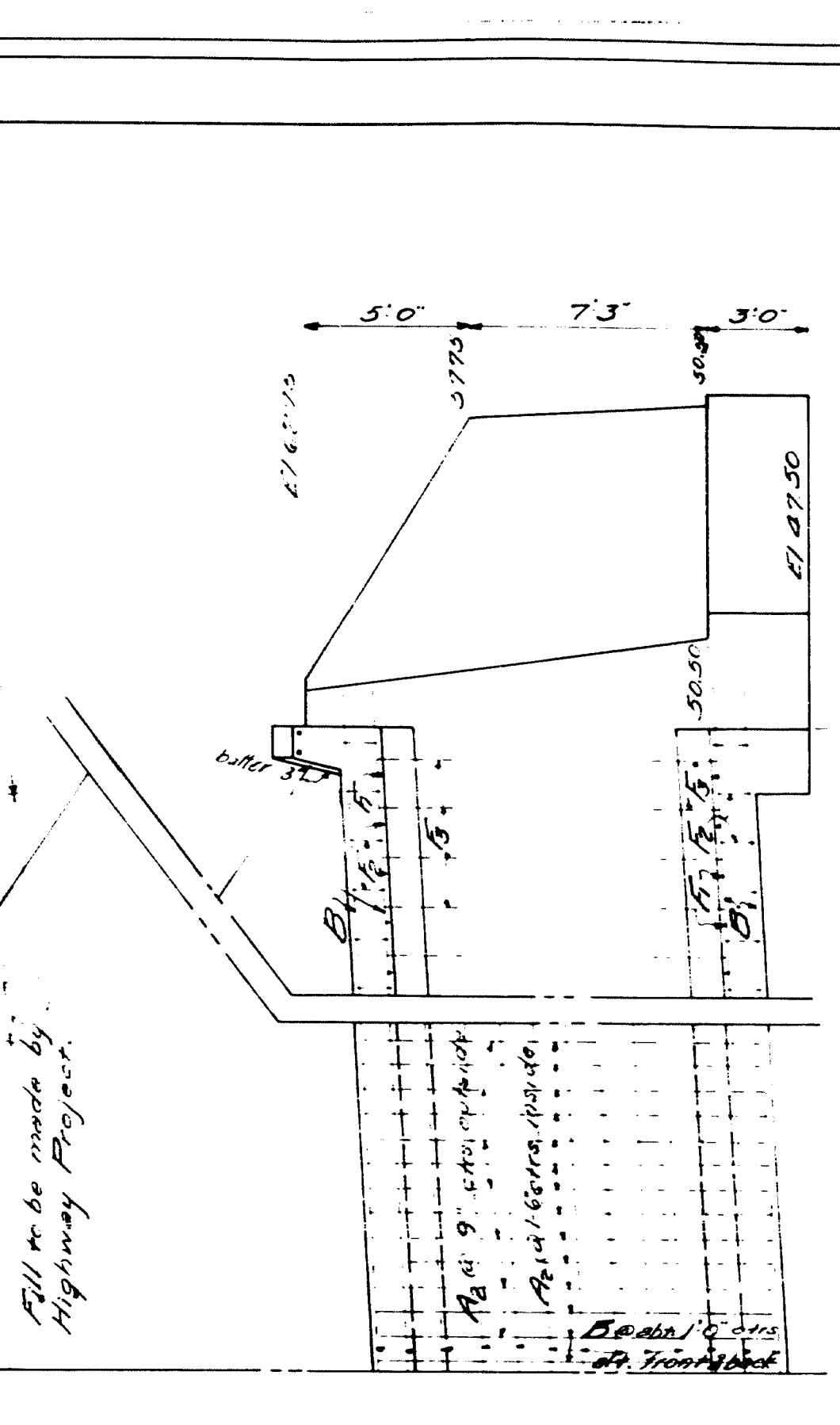
PC 574.106 + 37.93

PC 574.106 + 37.93

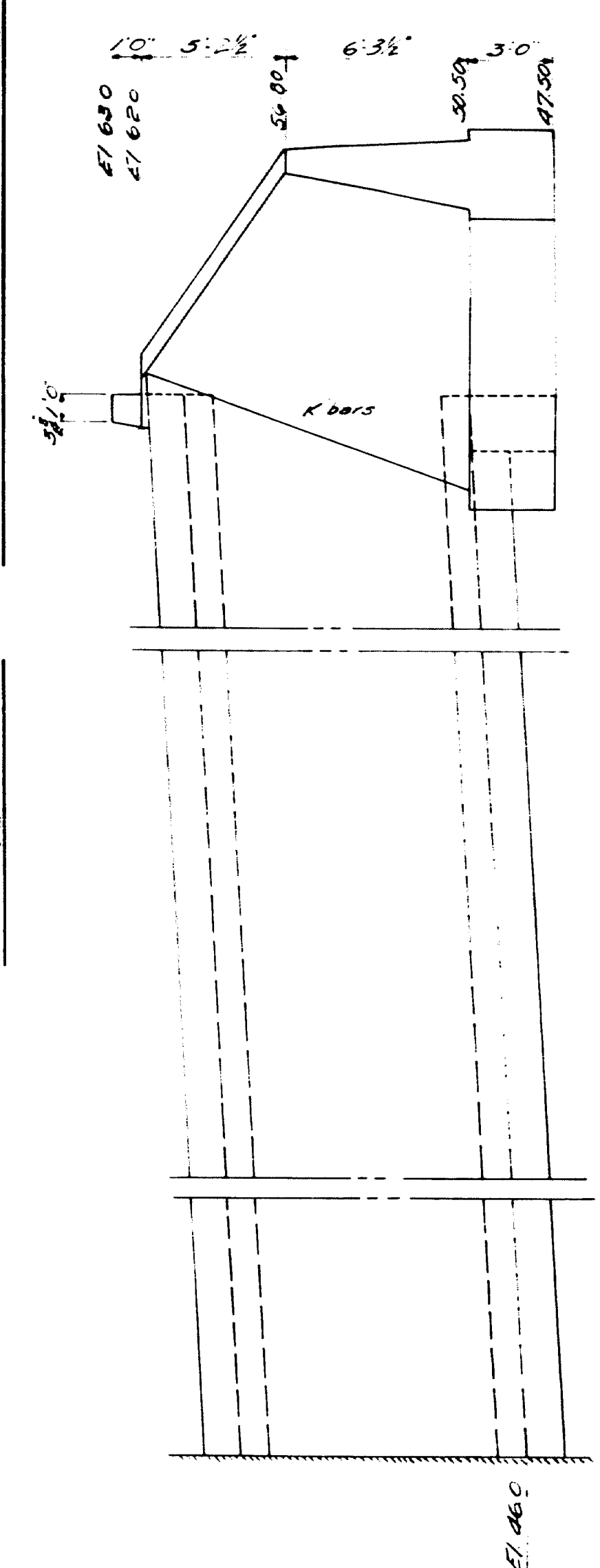
Substructure: Concrete side walls and bottom slab in good condition.
 Superstructure: Concrete slab in good condition.
 Foundation: Course gravel and boulders.
 Current: Swift.
 Water elev: See edge of water elev. Water at time of survey was 0.9' deep at deepest point along brook.
 Highwater: Elev. 53.1 at existing bridge.
 Underclearance existing bridge is 54.58.



REAR ELEV. EAST SIDE.

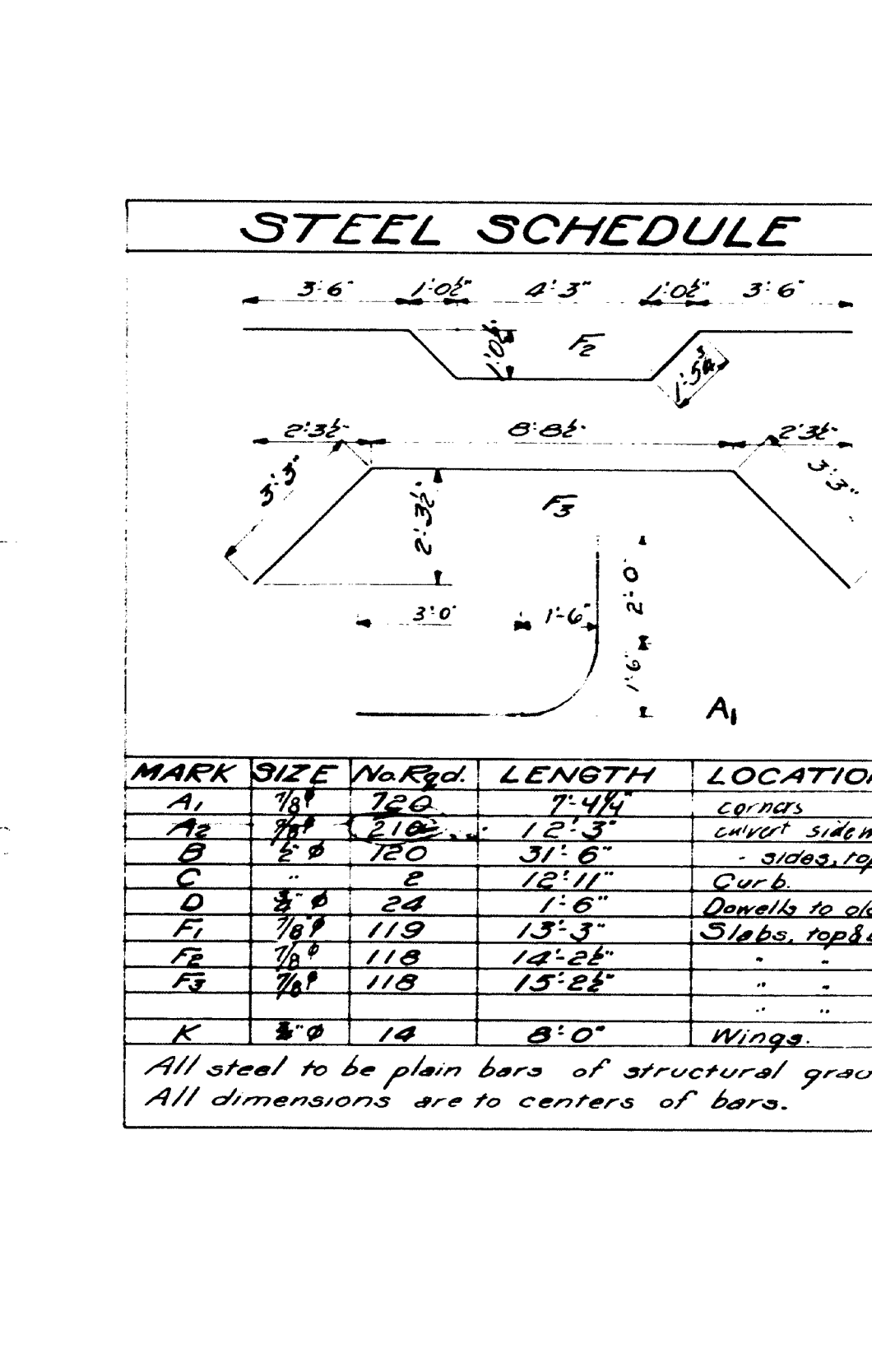


PART REAR VIEW TRANSVERSE SECTION¹⁰ FRONT ELEV. WEST WING.



REAR ELEV. WEST SIDE

REAR ELEV. EAST SIDE.



STEEL SCHEDULE

MARK	SIZE	No. Rods	LENGTH	LOCATION
A ₁	3/8"	250	7'-4 1/2"	center
A ₂	3/8"	210	12'-3"	center, side walls
B	5/8"	250	31'-6"	center, top & bottom
C	"	"	12'-11"	center
D	5/8"	24	1'-6"	Demells to add curb
F ₁	1/2"	119	13'-3"	Stiebs, top & bottom
F ₂	1/2"	118	14'-2 1/2"	" " "
F ₃	1/2"	118	15'-2 1/2"	" " "
K	5/8"	14	8'-0"	Wings

All steel to be plain bars of structural grade.
All dimensions are to centers of bars.

K	3"0	14	8"0	Wings.
All steel to be plain bars of structural grade.				
All dimensions are to centers of bars.				

TOWN 07-02
BRIDGE 2794

MAINE HIGHWAY COMMISSION
BRIDGE DIVISION
SPRING BROOK BRIDGE
IN THE TOWN OF
CAMDEN
KNOX COUNTY
BRIDGE DETAILS
Sheet 2 of 2 Augusta, Me. Apr. 1933.

APPENDIX E

Hydrology and Hydraulics Data

Project Name: Camden Spring Brook Br
 Stream Name: Spring Brook
 Bridge Name: Spring Brook Bridge
 Route No. Route 1
 Analysis by: AEC; revised MRL

PIN: 22608.00
 Town: Camden
 Bridge No. 2794
 USGS Quad:
 Date: 7/30/2014; revised 1/8/2016

Peak Flow Calculations by USGS Regression Equations (Hodgkins, 1999 & Lombard/Hodgkins, 2015)

Enter data in blue cells only!

	km ²	mi ²	ac
A	5.18	2.00	1280.0
W	0.08	0.03	20.6

P _c	495300.75	4899655.34
County	Knox	
pptA	49.5	
SG	0.00	

A (km ²)	5.18	Conf Lvl	0.67
W (%)	1.61		

Enter data in [mi²]

Watershed Area per USGS SS
 Wetlands area (by NWI) per USGS SS

watershed centroid (E, N; UTM 19N; meters)
 choose county from drop-down menu
 mean annual precipitation (inches; by look-up)
 sand & gravel aquifer as decimal fraction of watershed A

Worksheet prepared by:

Charles S. Hebson, PE
 Environmental Office
 Maine Dept. Transportation
 Augusta, ME 04333-0016
 207-557-1052
Charles.Hebson@maine.gov

Ret Pd	Peak Flow Estimate		
T (yr)	Lower	Q _T (m ³ /s)	Upper
1.1		1.41	
2		3.00	
5		4.80	
10		6.14	
25		8.04	
50		9.53	
100		11.15	
500		15.26	

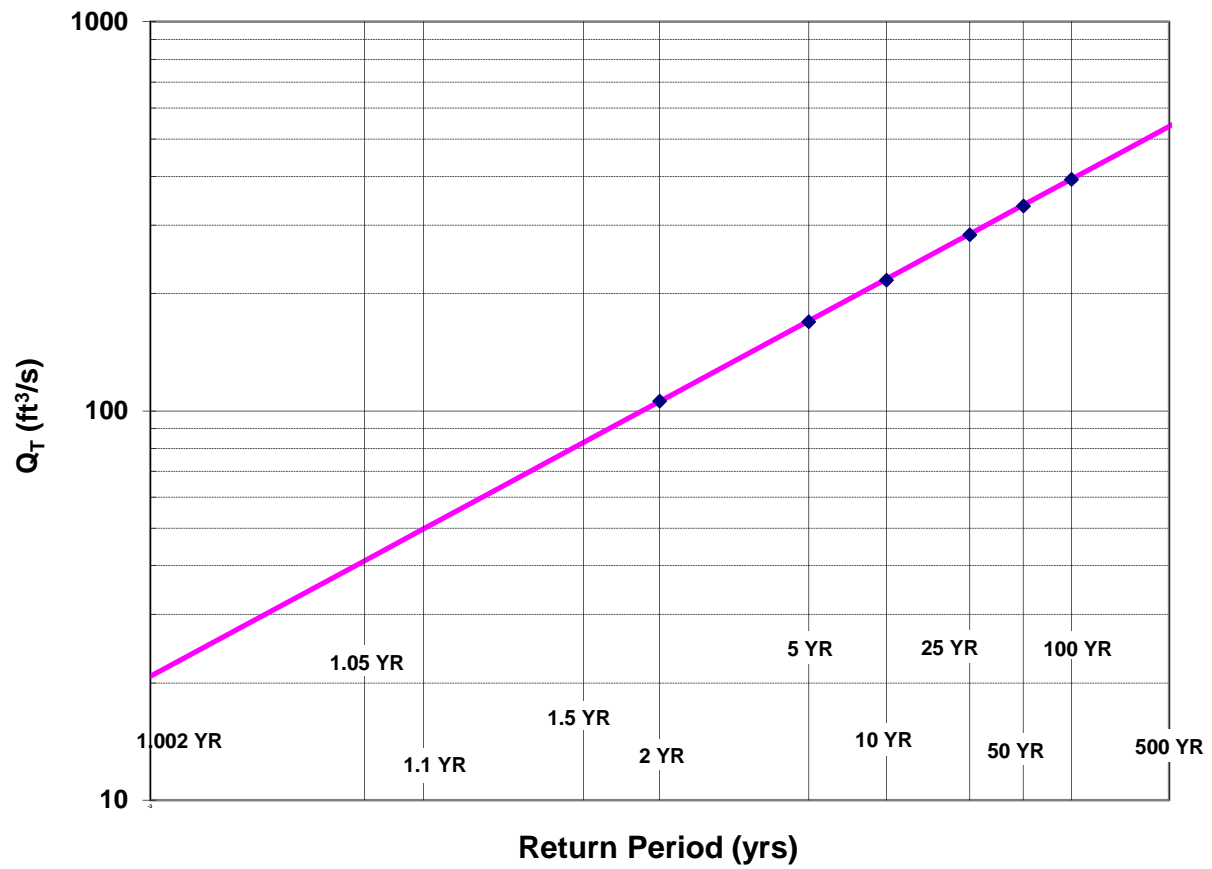
Q _T (ft ³ /s)
49.8
105.9
169.5
216.8
283.8
336.5
393.8
538.9

Reference:

Hodgkins, G., 1999.
 Estimating the magnitude of peak flows for streams
 in Maine for selected recurrence intervals
Water-Resources Investigations Report 99-4008
 US Geological Survey, Augusta, Maine

$$Q_T = b \times A^a \times 10^{-ww}$$

Log-Normal Probability Plot



Project Name: Camden Spring Brook Br
Stream Name: Spring Brook
Bridge Name: Spring Brook Bridge
Route No. Route 1
Analysis by: AEC; revised MRL

PIN: 22608
Town: Camden
Bridge No. 2794
USGS Quad: 0
Date: 7/30/2014; revised 1/8/2016

DO NOT ENTER ANY DATA ON THIS PAGE; EVERYTHING IS CALCULATED

MAINE MONTHLY MEDIAN FLOWS BY USGS REGRESSION EQUATIONS (2004)

Value	Variable	Explanation
2.000	A	Area (mi ²)
495300.8	P _c	Watershed centroid (E,N; UTM; Zone 19; meters)
38.92	DIST	Distance from Coastal reference line (mi)
49.5	pptA	Mean Annual Precipitation (inches)
0.00	SG	Sand & Gravel Aquifer (decimal fraction of watershed area)

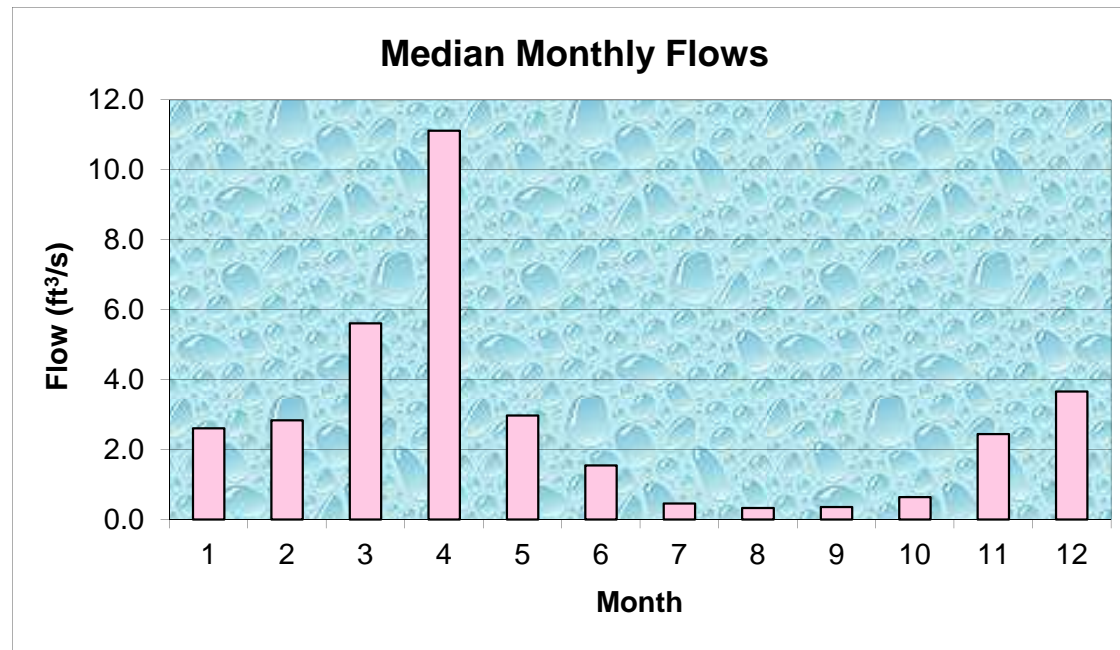
Worksheet prepared by:

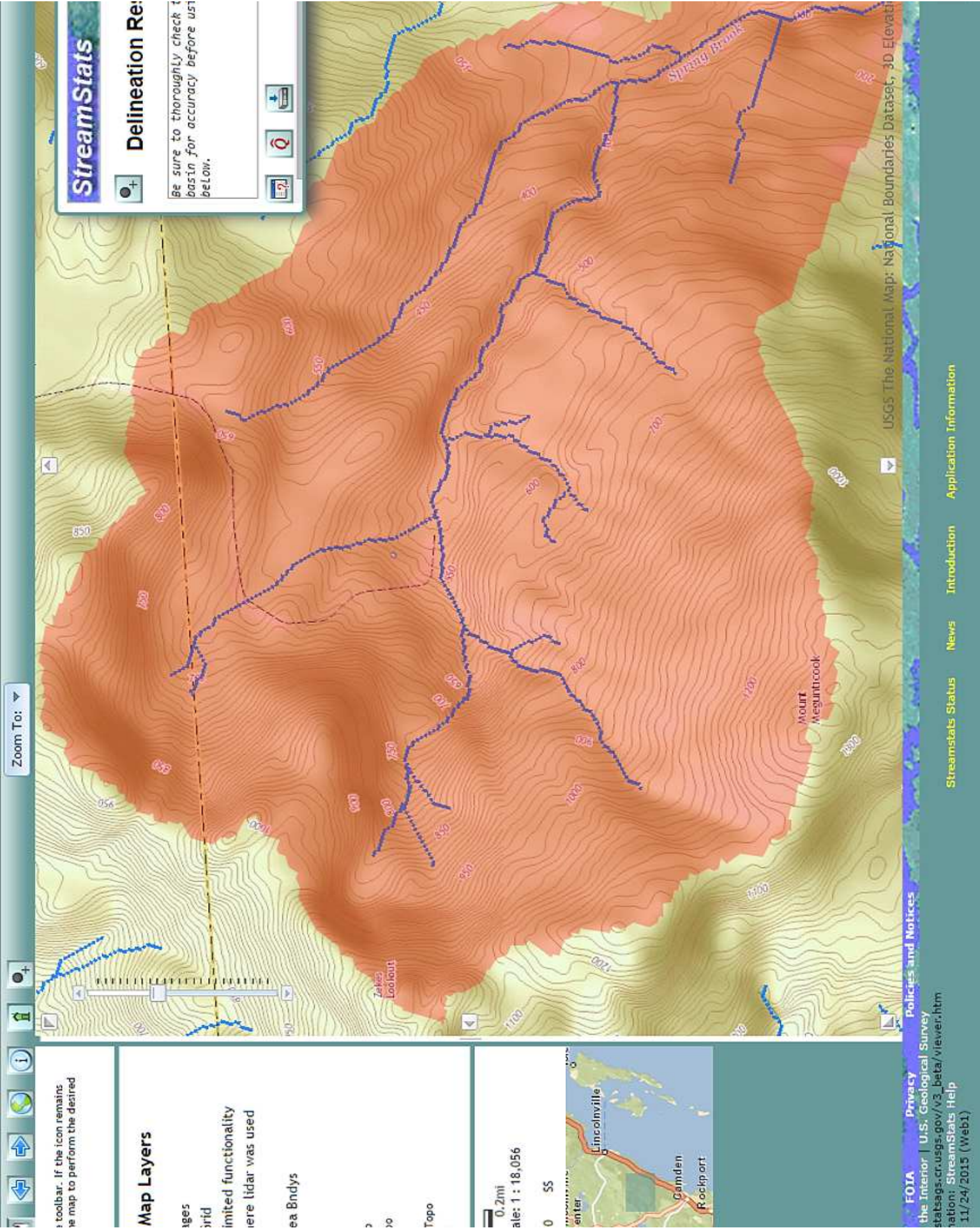
Charles S. Hebson, PE
 Chief Hydrologist
 Maine Dept. Transportation
 Augusta, ME 04333-0016
 207-624-3073
Charles.Hebson@maine.gov

Month	Q _{median} (ft ³ /s)	(m ³ /s)
Jan	2.61	0.0739
Feb	2.84	0.0805
Mar	5.61	0.1589
Apr	11.12	0.3151
May	2.97	0.0843
Jun	1.55	0.0439
Jul	0.47	0.0132
Aug	0.33	0.0094
Sep	0.36	0.0102
Oct	0.65	0.0183
Nov	2.45	0.0695
Dec	3.67	0.1039

Q _{bf}	10.7
ann avg	4.4
ann med	2.4
Q _{1.002}	20.8
Q _{1.01}	28.3
Q _{1.05}	41.2

W _{bf}	11.0 estimated bankfull width
-----------------	-------------------------------





Plan: Existing Spring Brook Camden RS: 514 Profile: 1.1 yr

E.G. Elev (ft)	56.64	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.09	Wt. n-Val.		0.050	
W.S. Elev (ft)	56.55	Reach Len. (ft)	28.10	36.80	28.10
Crit W.S. (ft)	56.29	Flow Area (sq ft)		20.54	
E.G. Slope (ft/ft)	0.013116	Area (sq ft)		20.54	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	33.76	Top Width (ft)		33.76	
Vel Total (ft/s)	2.42	Avg. Vel. (ft/s)		2.42	
Max Chl Dpth (ft)	1.31	Hydr. Depth (ft)		0.61	
Conv. Total (cfs)	434.8	Conv. (cfs)		434.8	
Length Wtd. (ft)	36.80	Wetted Per. (ft)		34.18	
Min Ch El (ft)	55.24	Shear (lb/sq ft)		0.49	
Alpha	1.00	Stream Power (lb/ft s)		1.19	
Frctn Loss (ft)	0.75	Cum Volume (acre-ft)		0.19	
C & E Loss (ft)	0.01	Cum SA (acres)		0.28	

Plan: Existing Spring Brook Camden RS: 514 Profile: 10 yr

E.G. Elev (ft)	57.66	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.31	Wt. n-Val.		0.050	
W.S. Elev (ft)	57.36	Reach Len. (ft)	28.10	36.80	28.10
Crit W.S. (ft)	57.03	Flow Area (sq ft)		48.79	
E.G. Slope (ft/ft)	0.015465	Area (sq ft)		48.79	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	36.09	Top Width (ft)		36.09	
Vel Total (ft/s)	4.44	Avg. Vel. (ft/s)		4.44	
Max Chl Dpth (ft)	2.12	Hydr. Depth (ft)		1.35	
Conv. Total (cfs)	1743.3	Conv. (cfs)		1743.3	
Length Wtd. (ft)	36.80	Wetted Per. (ft)		37.02	
Min Ch El (ft)	55.24	Shear (lb/sq ft)		1.27	
Alpha	1.00	Stream Power (lb/ft s)		5.65	
Frctn Loss (ft)	0.84	Cum Volume (acre-ft)		0.44	
C & E Loss (ft)	0.02	Cum SA (acres)		0.37	

Plan: Existing Spring Brook Camden RS: 514 Profile: 25 yr

E.G. Elev (ft)	57.96	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.39	Wt. n-Val.		0.050	
W.S. Elev (ft)	57.57	Reach Len. (ft)	28.10	36.80	28.10
Crit W.S. (ft)	57.24	Flow Area (sq ft)		56.69	
E.G. Slope (ft/ft)	0.016517	Area (sq ft)		56.69	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	36.71	Top Width (ft)		36.71	
Vel Total (ft/s)	5.01	Avg. Vel. (ft/s)		5.01	
Max Chl Dpth (ft)	2.33	Hydr. Depth (ft)		1.54	
Conv. Total (cfs)	2208.2	Conv. (cfs)		2208.2	
Length Wtd. (ft)	36.80	Wetted Per. (ft)		37.78	
Min Ch El (ft)	55.24	Shear (lb/sq ft)		1.55	
Alpha	1.00	Stream Power (lb/ft s)		7.75	
Frctn Loss (ft)	0.87	Cum Volume (acre-ft)		0.52	
C & E Loss (ft)	0.02	Cum SA (acres)		0.39	

Plan: Existing Spring Brook Camden RS: 514 Profile: 50 yr

E.G. Elev (ft)	58.17	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.46	Wt. n-Val.		0.050	
W.S. Elev (ft)	57.71	Reach Len. (ft)	28.10	36.80	28.10
Crit W.S. (ft)	57.40	Flow Area (sq ft)		61.87	
E.G. Slope (ft/ft)	0.017648	Area (sq ft)		61.87	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	37.12	Top Width (ft)		37.12	
Vel Total (ft/s)	5.44	Avg. Vel. (ft/s)		5.44	
Max Chl Dpth (ft)	2.47	Hydr. Depth (ft)		1.67	
Conv. Total (cfs)	2533.0	Conv. (cfs)		2533.0	
Length Wtd. (ft)	36.80	Wetted Per. (ft)		38.27	
Min Ch El (ft)	55.24	Shear (lb/sq ft)		1.78	
Alpha	1.00	Stream Power (lb/ft s)		9.69	
Frctn Loss (ft)	0.88	Cum Volume (acre-ft)		0.58	
C & E Loss (ft)	0.01	Cum SA (acres)		0.41	

Plan: Existing Spring Brook Camden RS: 514 Profile: 100 yr

E.G. Elev (ft)	58.39	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.53	Wt. n-Val.		0.050	
W.S. Elev (ft)	57.86	Reach Len. (ft)	28.10	36.80	28.10
Crit W.S. (ft)	57.56	Flow Area (sq ft)		67.19	
E.G. Slope (ft/ft)	0.018679	Area (sq ft)		67.19	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	37.53	Top Width (ft)		37.53	
Vel Total (ft/s)	5.86	Avg. Vel. (ft/s)		5.86	
Max Chl Dpth (ft)	2.62	Hydr. Depth (ft)		1.79	
Conv. Total (cfs)	2881.3	Conv. (cfs)		2881.3	
Length Wtd. (ft)	36.80	Wetted Per. (ft)		38.77	
Min Ch El (ft)	55.24	Shear (lb/sq ft)		2.02	
Alpha	1.00	Stream Power (lb/ft s)		11.85	
Frctn Loss (ft)	0.90	Cum Volume (acre-ft)	0.00	0.68	
C & E Loss (ft)	0.01	Cum SA (acres)	0.00	0.43	

Plan: Existing Spring Brook Camden RS: 514 Profile: 500 yr

E.G. Elev (ft)	58.89	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.73	Wt. n-Val.		0.050	
W.S. Elev (ft)	58.16	Reach Len. (ft)	28.10	36.80	28.10
Crit W.S. (ft)	57.92	Flow Area (sq ft)		78.60	
E.G. Slope (ft/ft)	0.021495	Area (sq ft)		78.60	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	38.40	Top Width (ft)		38.40	
Vel Total (ft/s)	6.86	Avg. Vel. (ft/s)		6.86	
Max Chl Dpth (ft)	2.92	Hydr. Depth (ft)		2.05	
Conv. Total (cfs)	3675.7	Conv. (cfs)		3675.7	
Length Wtd. (ft)	36.80	Wetted Per. (ft)		39.82	
Min Ch El (ft)	55.24	Shear (lb/sq ft)		2.65	
Alpha	1.00	Stream Power (lb/ft s)		18.16	
Frctn Loss (ft)	0.96	Cum Volume (acre-ft)	0.01	0.92	0.00
C & E Loss (ft)	0.00	Cum SA (acres)	0.02	0.45	0.01

Plan: Existing Spring Brook Camden RS: 514 Profile: Field Observed F

E.G. Elev (ft)	59.10	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.27	Wt. n-Val.		0.050	
W.S. Elev (ft)	57.83	Reach Len. (ft)	28.10	36.80	28.10
Crit W.S. (ft)	58.07	Flow Area (sq ft)		66.37	
E.G. Slope (ft/ft)	0.045068	Area (sq ft)		66.37	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	37.47	Top Width (ft)		37.47	
Vel Total (ft/s)	9.04	Avg. Vel. (ft/s)		9.04	
Max Chl Dpth (ft)	2.59	Hydr. Depth (ft)		1.77	
Conv. Total (cfs)	2826.3	Conv. (cfs)		2826.3	
Length Wtd. (ft)	36.80	Wetted Per. (ft)		38.69	
Min Ch El (ft)	55.24	Shear (lb/sq ft)		4.83	
Alpha	1.00	Stream Power (lb/ft s)		43.63	
Frctn Loss (ft)		Cum Volume (acre-ft)	0.02	1.03	0.00
C & E Loss (ft)		Cum SA (acres)	0.02	0.46	0.02

Plan: Existing Spring Brook Camden RS: 478 Profile: 1.1 yr

E.G. Elev (ft)	55.88	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.16	Wt. n-Val.		0.050	
W.S. Elev (ft)	55.71	Reach Len. (ft)	53.05	33.62	53.05
Crit W.S. (ft)	55.67	Flow Area (sq ft)		15.44	
E.G. Slope (ft/ft)	0.035772	Area (sq ft)		15.44	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	35.28	Top Width (ft)		35.28	
Vel Total (ft/s)	3.23	Avg. Vel. (ft/s)		3.23	
Max Chl Dpth (ft)	1.24	Hydr. Depth (ft)		0.44	
Conv. Total (cfs)	263.3	Conv. (cfs)		263.3	
Length Wtd. (ft)	33.62	Wetted Per. (ft)		35.52	
Min Ch El (ft)	54.66	Shear (lb/sq ft)		0.97	
Alpha	1.00	Stream Power (lb/ft s)		3.13	
Frctn Loss (ft)	1.33	Cum Volume (acre-ft)		0.17	
C & E Loss (ft)	0.01	Cum SA (acres)		0.25	

Plan: Existing Spring Brook Camden RS: 478 Profile: 10 yr

E.G. Elev (ft)	56.80	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.47	Wt. n-Val.		0.050	
W.S. Elev (ft)	56.34	Reach Len. (ft)	53.05	33.62	53.05
Crit W.S. (ft)	56.34	Flow Area (sq ft)		39.46	
E.G. Slope (ft/ft)	0.037318	Area (sq ft)		39.46	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	41.62	Top Width (ft)		41.62	
Vel Total (ft/s)	5.49	Avg. Vel. (ft/s)		5.49	
Max Chl Dpth (ft)	1.87	Hydr. Depth (ft)		0.95	
Conv. Total (cfs)	1122.3	Conv. (cfs)		1122.3	
Length Wtd. (ft)	33.62	Wetted Per. (ft)		42.16	
Min Ch El (ft)	54.66	Shear (lb/sq ft)		2.18	
Alpha	1.00	Stream Power (lb/ft s)		11.98	
Frctn Loss (ft)	1.03	Cum Volume (acre-ft)		0.40	
C & E Loss (ft)	0.04	Cum SA (acres)		0.34	

Plan: Existing Spring Brook Camden RS: 478 Profile: 25 yr

E.G. Elev (ft)	57.08	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.55	Wt. n-Val.		0.050	
W.S. Elev (ft)	56.53	Reach Len. (ft)	53.05	33.62	53.05
Crit W.S. (ft)	56.53	Flow Area (sq ft)		47.57	
E.G. Slope (ft/ft)	0.036364	Area (sq ft)		47.57	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	43.41	Top Width (ft)		43.41	
Vel Total (ft/s)	5.97	Avg. Vel. (ft/s)		5.97	
Max Chl Dpth (ft)	2.06	Hydr. Depth (ft)		1.10	
Conv. Total (cfs)	1488.3	Conv. (cfs)		1488.3	
Length Wtd. (ft)	33.62	Wetted Per. (ft)		44.04	
Min Ch El (ft)	54.66	Shear (lb/sq ft)		2.45	
Alpha	1.00	Stream Power (lb/ft s)		14.63	
Frctn Loss (ft)	0.93	Cum Volume (acre-ft)		0.47	
C & E Loss (ft)	0.05	Cum SA (acres)		0.36	

Plan: Existing Spring Brook Camden RS: 478 Profile: 50 yr

E.G. Elev (ft)	57.28	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.60	Wt. n-Val.		0.050	
W.S. Elev (ft)	56.68	Reach Len. (ft)	53.05	33.62	53.05
Crit W.S. (ft)	56.68	Flow Area (sq ft)		54.17	
E.G. Slope (ft/ft)	0.034632	Area (sq ft)		54.17	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	44.82	Top Width (ft)		44.82	
Vel Total (ft/s)	6.21	Avg. Vel. (ft/s)		6.21	
Max Chl Dpth (ft)	2.21	Hydr. Depth (ft)		1.21	
Conv. Total (cfs)	1808.2	Conv. (cfs)		1808.2	
Length Wtd. (ft)	33.62	Wetted Per. (ft)		45.51	
Min Ch El (ft)	54.66	Shear (lb/sq ft)		2.57	
Alpha	1.00	Stream Power (lb/ft s)		15.99	
Frctn Loss (ft)	0.99	Cum Volume (acre-ft)		0.53	
C & E Loss (ft)	0.04	Cum SA (acres)		0.37	

Plan: Existing Spring Brook Camden RS: 478 Profile: 100 yr

E.G. Elev (ft)	57.47	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.65	Wt. n-Val.		0.050	
W.S. Elev (ft)	56.82	Reach Len. (ft)	53.05	33.62	53.05
Crit W.S. (ft)	56.82	Flow Area (sq ft)		60.73	
E.G. Slope (ft/ft)	0.033764	Area (sq ft)		60.73	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	46.17	Top Width (ft)		46.17	
Vel Total (ft/s)	6.48	Avg. Vel. (ft/s)		6.48	
Max Chl Dpth (ft)	2.35	Hydr. Depth (ft)		1.32	
Conv. Total (cfs)	2143.1	Conv. (cfs)		2143.1	
Length Wtd. (ft)	33.62	Wetted Per. (ft)		46.94	
Min Ch El (ft)	54.66	Shear (lb/sq ft)		2.73	
Alpha	1.00	Stream Power (lb/ft s)		17.69	
Frctn Loss (ft)	0.86	Cum Volume (acre-ft)	0.00	0.63	
C & E Loss (ft)	0.06	Cum SA (acres)	0.00	0.40	

Plan: Existing Spring Brook Camden RS: 478 Profile: 500 yr

E.G. Elev (ft)	57.92	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.78	Wt. n-Val.		0.050	
W.S. Elev (ft)	57.14	Reach Len. (ft)	53.05	33.62	53.05
Crit W.S. (ft)	57.14	Flow Area (sq ft)		76.10	
E.G. Slope (ft/ft)	0.032295	Area (sq ft)		76.10	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	48.93	Top Width (ft)		48.93	
Vel Total (ft/s)	7.08	Avg. Vel. (ft/s)		7.08	
Max Chl Dpth (ft)	2.67	Hydr. Depth (ft)		1.56	
Conv. Total (cfs)	2998.8	Conv. (cfs)		2998.8	
Length Wtd. (ft)	33.74	Wetted Per. (ft)		49.95	
Min Ch El (ft)	54.66	Shear (lb/sq ft)		3.08	
Alpha	1.00	Stream Power (lb/ft s)		21.80	
Frctn Loss (ft)	0.32	Cum Volume (acre-ft)	0.01	0.86	0.00
C & E Loss (ft)	0.17	Cum SA (acres)	0.02	0.41	0.01

Plan: Existing Spring Brook Camden RS: 478 Profile: Field Observed F

E.G. Elev (ft)	58.15	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.60	Wt. n-Val.		0.050	
W.S. Elev (ft)	57.55	Reach Len. (ft)	53.05	33.62	53.05
Crit W.S. (ft)	57.27	Flow Area (sq ft)		96.41	
E.G. Slope (ft/ft)	0.019889	Area (sq ft)		96.41	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	52.17	Top Width (ft)		52.17	
Vel Total (ft/s)	6.22	Avg. Vel. (ft/s)		6.22	
Max Chl Dpth (ft)	3.08	Hydr. Depth (ft)		1.85	
Conv. Total (cfs)	4254.5	Conv. (cfs)		4254.5	
Length Wtd. (ft)	33.81	Wetted Per. (ft)		53.28	
Min Ch El (ft)	54.66	Shear (lb/sq ft)		2.25	
Alpha	1.00	Stream Power (lb/ft s)		13.98	
Frctn Loss (ft)	0.21	Cum Volume (acre-ft)	0.02	0.96	0.00
C & E Loss (ft)	0.13	Cum SA (acres)	0.02	0.42	0.02

Plan: Existing Spring Brook Camden RS: 444 Profile: 1.1 yr

E.G. Elev (ft)	54.54	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.28	Wt. n-Val.		0.050	
W.S. Elev (ft)	54.26	Reach Len. (ft)	99.50	34.50	99.50
Crit W.S. (ft)	54.26	Flow Area (sq ft)		11.80	
E.G. Slope (ft/ft)	0.043908	Area (sq ft)		11.80	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	20.95	Top Width (ft)		20.95	
Vel Total (ft/s)	4.22	Avg. Vel. (ft/s)		4.22	
Max Chl Dpth (ft)	1.03	Hydr. Depth (ft)		0.56	
Conv. Total (cfs)	237.7	Conv. (cfs)		237.7	
Length Wtd. (ft)	34.50	Wetted Per. (ft)		21.15	
Min Ch El (ft)	53.29	Shear (lb/sq ft)		1.53	
Alpha	1.00	Stream Power (lb/ft s)		6.45	
Frctn Loss (ft)	1.58	Cum Volume (acre-ft)		0.16	
C & E Loss (ft)	0.02	Cum SA (acres)		0.22	

Plan: Existing Spring Brook Camden RS: 444 Profile: 10 yr

E.G. Elev (ft)	55.53	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.35	Wt. n-Val.		0.050	
W.S. Elev (ft)	55.18	Reach Len. (ft)	99.50	34.50	99.50
Crit W.S. (ft)	55.06	Flow Area (sq ft)		45.87	
E.G. Slope (ft/ft)	0.025592	Area (sq ft)		45.87	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	45.69	Top Width (ft)		45.69	
Vel Total (ft/s)	4.73	Avg. Vel. (ft/s)		4.73	
Max Chl Dpth (ft)	1.95	Hydr. Depth (ft)		1.00	
Conv. Total (cfs)	1355.2	Conv. (cfs)		1355.2	
Length Wtd. (ft)	34.50	Wetted Per. (ft)		46.27	
Min Ch El (ft)	53.29	Shear (lb/sq ft)		1.58	
Alpha	1.00	Stream Power (lb/ft s)		7.49	
Frctn Loss (ft)	1.05	Cum Volume (acre-ft)		0.37	
C & E Loss (ft)	0.03	Cum SA (acres)		0.31	

Plan: Existing Spring Brook Camden RS: 444 Profile: 25 yr

E.G. Elev (ft)	55.81	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.38	Wt. n-Val.		0.050	
W.S. Elev (ft)	55.43	Reach Len. (ft)	99.50	34.50	99.50
Crit W.S. (ft)	55.24	Flow Area (sq ft)		57.33	
E.G. Slope (ft/ft)	0.021896	Area (sq ft)		57.33	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	47.34	Top Width (ft)		47.34	
Vel Total (ft/s)	4.95	Avg. Vel. (ft/s)		4.95	
Max Chl Dpth (ft)	2.20	Hydr. Depth (ft)		1.21	
Conv. Total (cfs)	1917.9	Conv. (cfs)		1917.9	
Length Wtd. (ft)	34.50	Wetted Per. (ft)		48.01	
Min Ch El (ft)	53.29	Shear (lb/sq ft)		1.63	
Alpha	1.00	Stream Power (lb/ft s)		8.08	
Frctn Loss (ft)	0.96	Cum Volume (acre-ft)		0.43	
C & E Loss (ft)	0.03	Cum SA (acres)		0.32	

Plan: Existing Spring Brook Camden RS: 444 Profile: 50 yr

E.G. Elev (ft)	55.98	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.47	Wt. n-Val.		0.050	
W.S. Elev (ft)	55.51	Reach Len. (ft)	99.50	34.50	99.50
Crit W.S. (ft)	55.38	Flow Area (sq ft)		61.24	
E.G. Slope (ft/ft)	0.025112	Area (sq ft)		61.24	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	47.88	Top Width (ft)		47.88	
Vel Total (ft/s)	5.50	Avg. Vel. (ft/s)		5.50	
Max Chl Dpth (ft)	2.28	Hydr. Depth (ft)		1.28	
Conv. Total (cfs)	2123.4	Conv. (cfs)		2123.4	
Length Wtd. (ft)	34.50	Wetted Per. (ft)		48.58	
Min Ch El (ft)	53.29	Shear (lb/sq ft)		1.98	
Alpha	1.00	Stream Power (lb/ft s)		10.86	
Frctn Loss (ft)	0.86	Cum Volume (acre-ft)		0.49	
C & E Loss (ft)	0.01	Cum SA (acres)		0.34	

Plan: Existing Spring Brook Camden RS: 444 Profile: 100 yr

E.G. Elev (ft)	56.20	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.45	Wt. n-Val.		0.050	
W.S. Elev (ft)	55.75	Reach Len. (ft)	99.50	34.50	99.50
Crit W.S. (ft)	55.51	Flow Area (sq ft)		72.78	
E.G. Slope (ft/ft)	0.020232	Area (sq ft)		72.78	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	49.46	Top Width (ft)		49.46	
Vel Total (ft/s)	5.41	Avg. Vel. (ft/s)		5.41	
Max Chl Dpth (ft)	2.52	Hydr. Depth (ft)		1.47	
Conv. Total (cfs)	2768.6	Conv. (cfs)		2768.6	
Length Wtd. (ft)	34.51	Wetted Per. (ft)		50.25	
Min Ch El (ft)	53.29	Shear (lb/sq ft)		1.83	
Alpha	1.00	Stream Power (lb/ft s)		9.90	
Frctn Loss (ft)	0.43	Cum Volume (acre-ft)	0.00	0.57	
C & E Loss (ft)	0.05	Cum SA (acres)	0.00	0.36	

Plan: Existing Spring Brook Camden RS: 444 Profile: 500 yr

E.G. Elev (ft)	57.29	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.22	Wt. n-Val.	0.080	0.050	
W.S. Elev (ft)	57.07	Reach Len. (ft)	99.50	34.50	99.50
Crit W.S. (ft)	55.83	Flow Area (sq ft)	6.39	141.69	
E.G. Slope (ft/ft)	0.004483	Area (sq ft)	6.39	141.69	
Q Total (cfs)	538.90	Flow (cfs)	6.83	532.07	
Top Width (ft)	60.67	Top Width (ft)	7.22	53.45	
Vel Total (ft/s)	3.64	Avg. Vel. (ft/s)	1.07	3.76	
Max Chl Dpth (ft)	3.84	Hydr. Depth (ft)	0.89	2.65	
Conv. Total (cfs)	8048.4	Conv. (cfs)	102.0	7946.4	
Length Wtd. (ft)	34.99	Wetted Per. (ft)	8.03	54.65	
Min Ch El (ft)	53.29	Shear (lb/sq ft)	0.22	0.73	
Alpha	1.05	Stream Power (lb/ft s)	0.24	2.72	
Frctn Loss (ft)	0.12	Cum Volume (acre-ft)	0.01	0.77	0.00
C & E Loss (ft)	0.01	Cum SA (acres)	0.01	0.37	0.01

Plan: Existing Spring Brook Camden RS: 444 Profile: Field Observed F

E.G. Elev (ft)	57.81	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.18	Wt. n-Val.	0.080	0.050	
W.S. Elev (ft)	57.63	Reach Len. (ft)	99.50	34.50	99.50
Crit W.S. (ft)	55.94	Flow Area (sq ft)	10.46	172.07	
E.G. Slope (ft/ft)	0.002941	Area (sq ft)	10.46	172.07	
Q Total (cfs)	600.00	Flow (cfs)	12.01	587.99	
Top Width (ft)	61.60	Top Width (ft)	7.22	54.38	
Vel Total (ft/s)	3.29	Avg. Vel. (ft/s)	1.15	3.42	
Max Chl Dpth (ft)	4.40	Hydr. Depth (ft)	1.45	3.16	
Conv. Total (cfs)	11063.9	Conv. (cfs)	221.5	10842.4	
Length Wtd. (ft)	35.28	Wetted Per. (ft)	8.60	55.73	
Min Ch El (ft)	53.29	Shear (lb/sq ft)	0.22	0.57	
Alpha	1.06	Stream Power (lb/ft s)	0.26	1.94	
Frctn Loss (ft)	0.09	Cum Volume (acre-ft)	0.01	0.85	0.00
C & E Loss (ft)	0.00	Cum SA (acres)	0.01	0.38	0.02

Plan: Existing Spring Brook Camden RS: 410 Profile: 1.1 yr

E.G. Elev (ft)	52.95	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.45	Wt. n-Val.		0.050	
W.S. Elev (ft)	52.49	Reach Len. (ft)	248.96	183.40	248.96
Crit W.S. (ft)	52.53	Flow Area (sq ft)		9.23	
E.G. Slope (ft/ft)	0.047662	Area (sq ft)		9.23	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	11.55	Top Width (ft)		11.55	
Vel Total (ft/s)	5.39	Avg. Vel. (ft/s)		5.39	
Max Chl Dpth (ft)	1.10	Hydr. Depth (ft)		0.80	
Conv. Total (cfs)	228.1	Conv. (cfs)		228.1	
Length Wtd. (ft)	183.40	Wetted Per. (ft)		12.19	
Min Ch El (ft)	51.39	Shear (lb/sq ft)		2.25	
Alpha	1.00	Stream Power (lb/ft s)		12.16	
Frctn Loss (ft)		Cum Volume (acre-ft)		0.15	
C & E Loss (ft)		Cum SA (acres)		0.21	

Plan: Existing Spring Brook Camden RS: 410 Profile: 10 yr

E.G. Elev (ft)	54.45	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.65	Wt. n-Val.		0.050	
W.S. Elev (ft)	53.80	Reach Len. (ft)	248.96	183.40	248.96
Crit W.S. (ft)	53.80	Flow Area (sq ft)		33.51	
E.G. Slope (ft/ft)	0.036937	Area (sq ft)		33.51	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	25.62	Top Width (ft)		25.62	
Vel Total (ft/s)	6.47	Avg. Vel. (ft/s)		6.47	
Max Chl Dpth (ft)	2.41	Hydr. Depth (ft)		1.31	
Conv. Total (cfs)	1128.0	Conv. (cfs)		1128.0	
Length Wtd. (ft)	183.40	Wetted Per. (ft)		27.79	
Min Ch El (ft)	51.39	Shear (lb/sq ft)		2.78	
Alpha	1.00	Stream Power (lb/ft s)		17.99	
Frctn Loss (ft)		Cum Volume (acre-ft)		0.34	
C & E Loss (ft)		Cum SA (acres)		0.28	

Plan: Existing Spring Brook Camden RS: 410 Profile: 25 yr

E.G. Elev (ft)	54.82	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.73	Wt. n-Val.		0.050	
W.S. Elev (ft)	54.09	Reach Len. (ft)	248.96	183.40	248.96
Crit W.S. (ft)	54.09	Flow Area (sq ft)		41.53	
E.G. Slope (ft/ft)	0.036229	Area (sq ft)		41.53	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	28.75	Top Width (ft)		28.75	
Vel Total (ft/s)	6.83	Avg. Vel. (ft/s)		6.83	
Max Chl Dpth (ft)	2.70	Hydr. Depth (ft)		1.44	
Conv. Total (cfs)	1491.0	Conv. (cfs)		1491.0	
Length Wtd. (ft)	183.40	Wetted Per. (ft)		31.28	
Min Ch El (ft)	51.39	Shear (lb/sq ft)		3.00	
Alpha	1.00	Stream Power (lb/ft s)		20.52	
Frctn Loss (ft)		Cum Volume (acre-ft)		0.39	
C & E Loss (ft)		Cum SA (acres)		0.29	

Plan: Existing Spring Brook Camden RS: 410 Profile: 50 yr

E.G. Elev (ft)	55.11	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.58	Wt. n-Val.		0.050	
W.S. Elev (ft)	54.53	Reach Len. (ft)	248.96	183.40	248.96
Crit W.S. (ft)	54.31	Flow Area (sq ft)		55.00	
E.G. Slope (ft/ft)	0.024836	Area (sq ft)		55.00	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	33.80	Top Width (ft)		33.80	
Vel Total (ft/s)	6.12	Avg. Vel. (ft/s)		6.12	
Max Chl Dpth (ft)	3.14	Hydr. Depth (ft)		1.63	
Conv. Total (cfs)	2135.2	Conv. (cfs)		2135.2	
Length Wtd. (ft)	183.40	Wetted Per. (ft)		36.83	
Min Ch El (ft)	51.39	Shear (lb/sq ft)		2.32	
Alpha	1.00	Stream Power (lb/ft s)		14.17	
Frctn Loss (ft)		Cum Volume (acre-ft)		0.44	
C & E Loss (ft)		Cum SA (acres)		0.31	

Plan: Existing Spring Brook Camden RS: 410 Profile: 100 yr

E.G. Elev (ft)	55.73	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.30	Wt. n-Val.	0.080	0.050	
W.S. Elev (ft)	55.43	Reach Len. (ft)	248.96	183.40	248.96
Crit W.S. (ft)	54.51	Flow Area (sq ft)	0.27	89.66	
E.G. Slope (ft/ft)	0.008307	Area (sq ft)	0.27	89.66	
Q Total (cfs)	393.80	Flow (cfs)	0.18	393.62	
Top Width (ft)	40.40	Top Width (ft)	0.62	39.78	
Vel Total (ft/s)	4.38	Avg. Vel. (ft/s)	0.66	4.39	
Max Chl Dpth (ft)	4.04	Hydr. Depth (ft)	0.43	2.25	
Conv. Total (cfs)	4320.7	Conv. (cfs)	2.0	4318.7	
Length Wtd. (ft)	183.40	Wetted Per. (ft)	1.10	43.45	
Min Ch El (ft)	51.39	Shear (lb/sq ft)	0.13	1.07	
Alpha	1.00	Stream Power (lb/ft s)	0.08	4.70	
Frctn Loss (ft)		Cum Volume (acre-ft)		0.51	
C & E Loss (ft)		Cum SA (acres)	0.00	0.32	

Plan: Existing Spring Brook Camden RS: 410 Profile: 500 yr

E.G. Elev (ft)	57.16	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.19	Wt. n-Val.	0.080	0.050	0.080
W.S. Elev (ft)	56.96	Reach Len. (ft)	248.96	183.40	248.96
Crit W.S. (ft)	54.95	Flow Area (sq ft)	1.22	151.81	0.87
E.G. Slope (ft/ft)	0.002785	Area (sq ft)	1.22	151.81	1.07
Q Total (cfs)	538.90	Flow (cfs)	0.72	537.62	0.56
Top Width (ft)	43.98	Top Width (ft)	0.62	40.80	2.56
Vel Total (ft/s)	3.50	Avg. Vel. (ft/s)	0.59	3.54	0.65
Max Chl Dpth (ft)	5.57	Hydr. Depth (ft)	1.97	3.72	0.55
Conv. Total (cfs)	10211.9	Conv. (cfs)	13.6	10187.7	10.6
Length Wtd. (ft)	183.40	Wetted Per. (ft)	2.64	44.74	1.63
Min Ch El (ft)	51.39	Shear (lb/sq ft)	0.08	0.59	0.09
Alpha	1.02	Stream Power (lb/ft s)	0.05	2.09	0.06
Frctn Loss (ft)		Cum Volume (acre-ft)		0.66	0.00
C & E Loss (ft)		Cum SA (acres)	0.00	0.34	0.01

Plan: Existing Spring Brook Camden RS: 410 Profile: Field Observed F

E.G. Elev (ft)	57.72	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.18	Wt. n-Val.	0.080	0.050	0.080
W.S. Elev (ft)	57.55	Reach Len. (ft)	248.96	183.40	248.96
Crit W.S. (ft)	55.09	Flow Area (sq ft)	1.58	175.51	1.79
E.G. Slope (ft/ft)	0.002121	Area (sq ft)	1.58	175.51	2.88
Q Total (cfs)	600.00	Flow (cfs)	0.84	597.53	1.63
Top Width (ft)	45.11	Top Width (ft)	0.62	40.80	3.69
Vel Total (ft/s)	3.35	Avg. Vel. (ft/s)	0.53	3.40	0.91
Max Chl Dpth (ft)	6.16	Hydr. Depth (ft)	2.55	4.30	1.13
Conv. Total (cfs)	13028.3	Conv. (cfs)	18.3	12974.8	35.3
Length Wtd. (ft)	183.40	Wetted Per. (ft)	3.22	44.74	1.63
Min Ch El (ft)	51.39	Shear (lb/sq ft)	0.07	0.52	0.15
Alpha	1.03	Stream Power (lb/ft s)	0.03	1.77	0.13
Frctn Loss (ft)		Cum Volume (acre-ft)		0.72	0.00
C & E Loss (ft)		Cum SA (acres)	0.00	0.34	0.02

Plan: Existing Spring Brook Camden RS: 226 Profile: 1.1 yr

E.G. Elev (ft)	41.78	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.00	Wt. n-Val.		0.050	
W.S. Elev (ft)	41.78	Reach Len. (ft)	9.43	9.73	9.43
Crit W.S. (ft)	37.06	Flow Area (sq ft)		122.63	
E.G. Slope (ft/ft)	0.000034	Area (sq ft)		123.22	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	32.67	Top Width (ft)		32.67	
Vel Total (ft/s)	0.41	Avg. Vel. (ft/s)		0.41	
Max Chl Dpth (ft)	5.82	Hydr. Depth (ft)		3.97	
Conv. Total (cfs)	8582.2	Conv. (cfs)		8582.2	
Length Wtd. (ft)	9.73	Wetted Per. (ft)		33.93	
Min Ch El (ft)	35.96	Shear (lb/sq ft)		0.01	
Alpha	1.00	Stream Power (lb/ft s)		0.00	
Frctn Loss (ft)	0.00	Cum Volume (acre-ft)		0.14	
C & E Loss (ft)	0.00	Cum SA (acres)		0.12	

Plan: Existing Spring Brook Camden RS: 226 Profile: 10 yr

E.G. Elev (ft)	42.73	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.03	Wt. n-Val.		0.050	
W.S. Elev (ft)	42.70	Reach Len. (ft)	9.43	9.73	9.43
Crit W.S. (ft)	38.16	Flow Area (sq ft)		152.08	
E.G. Slope (ft/ft)	0.000337	Area (sq ft)		154.96	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	35.93	Top Width (ft)		35.93	
Vel Total (ft/s)	1.43	Avg. Vel. (ft/s)		1.43	
Max Chl Dpth (ft)	6.74	Hydr. Depth (ft)		4.64	
Conv. Total (cfs)	11809.8	Conv. (cfs)		11809.8	
Length Wtd. (ft)	9.73	Wetted Per. (ft)		36.01	
Min Ch El (ft)	35.96	Shear (lb/sq ft)		0.09	
Alpha	1.00	Stream Power (lb/ft s)		0.13	
Frctn Loss (ft)	0.00	Cum Volume (acre-ft)		0.25	
C & E Loss (ft)	0.01	Cum SA (acres)		0.15	

Plan: Existing Spring Brook Camden RS: 226 Profile: 25 yr

E.G. Elev (ft)	43.01	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.05	Wt. n-Val.		0.050	
W.S. Elev (ft)	42.96	Reach Len. (ft)	9.43	9.73	9.43
Crit W.S. (ft)	38.49	Flow Area (sq ft)		160.50	
E.G. Slope (ft/ft)	0.000493	Area (sq ft)		164.23	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	36.85	Top Width (ft)		36.85	
Vel Total (ft/s)	1.77	Avg. Vel. (ft/s)		1.77	
Max Chl Dpth (ft)	7.00	Hydr. Depth (ft)		4.82	
Conv. Total (cfs)	12779.9	Conv. (cfs)		12779.9	
Length Wtd. (ft)	9.73	Wetted Per. (ft)		36.60	
Min Ch El (ft)	35.96	Shear (lb/sq ft)		0.14	
Alpha	1.00	Stream Power (lb/ft s)		0.24	
Frctn Loss (ft)	0.00	Cum Volume (acre-ft)		0.28	
C & E Loss (ft)	0.01	Cum SA (acres)		0.15	

Plan: Existing Spring Brook Camden RS: 226 Profile: 50 yr

E.G. Elev (ft)	43.20	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.06	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.14	Reach Len. (ft)	9.43	9.73	9.43
Crit W.S. (ft)	38.72	Flow Area (sq ft)		166.61	
E.G. Slope (ft/ft)	0.000622	Area (sq ft)		171.01	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	37.51	Top Width (ft)		37.51	
Vel Total (ft/s)	2.02	Avg. Vel. (ft/s)		2.02	
Max Chl Dpth (ft)	7.18	Hydr. Depth (ft)		4.95	
Conv. Total (cfs)	13496.9	Conv. (cfs)		13496.9	
Length Wtd. (ft)	9.73	Wetted Per. (ft)		37.02	
Min Ch El (ft)	35.96	Shear (lb/sq ft)		0.17	
Alpha	1.00	Stream Power (lb/ft s)		0.35	
Frctn Loss (ft)	0.00	Cum Volume (acre-ft)		0.31	
C & E Loss (ft)	0.01	Cum SA (acres)		0.16	

Plan: Existing Spring Brook Camden RS: 226 Profile: 100 yr

E.G. Elev (ft)	43.41	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.08	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.32	Reach Len. (ft)	9.43	9.73	9.43
Crit W.S. (ft)	38.96	Flow Area (sq ft)		172.90	
E.G. Slope (ft/ft)	0.000764	Area (sq ft)		178.03	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	38.18	Top Width (ft)		38.18	
Vel Total (ft/s)	2.28	Avg. Vel. (ft/s)		2.28	
Max Chl Dpth (ft)	7.36	Hydr. Depth (ft)		5.07	
Conv. Total (cfs)	14246.7	Conv. (cfs)		14246.7	
Length Wtd. (ft)	9.73	Wetted Per. (ft)		37.45	
Min Ch El (ft)	35.96	Shear (lb/sq ft)		0.22	
Alpha	1.00	Stream Power (lb/ft s)		0.50	
Frctn Loss (ft)	0.00	Cum Volume (acre-ft)		0.33	
C & E Loss (ft)	0.01	Cum SA (acres)		0.16	

Plan: Existing Spring Brook Camden RS: 226 Profile: 500 yr

E.G. Elev (ft)	43.87	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.13	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.74	Reach Len. (ft)	9.43	9.73	9.43
Crit W.S. (ft)	39.51	Flow Area (sq ft)		187.06	
E.G. Slope (ft/ft)	0.001120	Area (sq ft)		194.06	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	39.67	Top Width (ft)		39.67	
Vel Total (ft/s)	2.88	Avg. Vel. (ft/s)		2.88	
Max Chl Dpth (ft)	7.78	Hydr. Depth (ft)		5.42	
Conv. Total (cfs)	16099.6	Conv. (cfs)		16099.6	
Length Wtd. (ft)	9.73	Wetted Per. (ft)		37.96	
Min Ch El (ft)	35.96	Shear (lb/sq ft)		0.34	
Alpha	1.00	Stream Power (lb/ft s)		0.99	
Frctn Loss (ft)	0.01	Cum Volume (acre-ft)		0.40	0.00
C & E Loss (ft)	0.02	Cum SA (acres)		0.17	0.00

Plan: Existing Spring Brook Camden RS: 226 Profile: Field Observed F

E.G. Elev (ft)	44.04	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.15	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.89	Reach Len. (ft)	9.43	9.73	9.43
Crit W.S. (ft)	39.71	Flow Area (sq ft)		192.41	
E.G. Slope (ft/ft)	0.001264	Area (sq ft)		200.24	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	40.22	Top Width (ft)		40.22	
Vel Total (ft/s)	3.12	Avg. Vel. (ft/s)		3.12	
Max Chl Dpth (ft)	7.93	Hydr. Depth (ft)		5.57	
Conv. Total (cfs)	16873.6	Conv. (cfs)		16873.6	
Length Wtd. (ft)	9.73	Wetted Per. (ft)		37.96	
Min Ch El (ft)	35.96	Shear (lb/sq ft)		0.40	
Alpha	1.00	Stream Power (lb/ft s)		1.25	
Frctn Loss (ft)	0.01	Cum Volume (acre-ft)		0.42	0.00
C & E Loss (ft)	0.02	Cum SA (acres)		0.17	0.01

Plan: Existing Spring Brook Camden RS: 216 Profile: 1.1 yr

E.G. Elev (ft)	41.78	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.00	Wt. n-Val.		0.050	
W.S. Elev (ft)	41.78	Reach Len. (ft)	25.89	26.19	25.89
Crit W.S. (ft)	35.93	Flow Area (sq ft)		182.69	
E.G. Slope (ft/ft)	0.000014	Area (sq ft)		183.36	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	45.79	Top Width (ft)		45.79	
Vel Total (ft/s)	0.27	Avg. Vel. (ft/s)		0.27	
Max Chl Dpth (ft)	7.69	Hydr. Depth (ft)		4.15	
Conv. Total (cfs)	13471.3	Conv. (cfs)		13471.3	
Length Wtd. (ft)	26.19	Wetted Per. (ft)		46.74	
Min Ch El (ft)	34.09	Shear (lb/sq ft)		0.00	
Alpha	1.00	Stream Power (lb/ft s)		0.00	
Frctn Loss (ft)	0.00	Cum Volume (acre-ft)		0.10	
C & E Loss (ft)	0.00	Cum SA (acres)		0.11	

Plan: Existing Spring Brook Camden RS: 216 Profile: 10 yr

E.G. Elev (ft)	42.73	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.01	Wt. n-Val.		0.050	
W.S. Elev (ft)	42.71	Reach Len. (ft)	25.89	26.19	25.89
Crit W.S. (ft)	37.43	Flow Area (sq ft)		225.03	
E.G. Slope (ft/ft)	0.000138	Area (sq ft)		227.90	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	49.15	Top Width (ft)		49.15	
Vel Total (ft/s)	0.96	Avg. Vel. (ft/s)		0.96	
Max Chl Dpth (ft)	8.62	Hydr. Depth (ft)		4.87	
Conv. Total (cfs)	18457.6	Conv. (cfs)		18457.6	
Length Wtd. (ft)	26.19	Wetted Per. (ft)		49.07	
Min Ch El (ft)	34.09	Shear (lb/sq ft)		0.04	
Alpha	1.00	Stream Power (lb/ft s)		0.04	
Frctn Loss (ft)	0.01	Cum Volume (acre-ft)		0.21	
C & E Loss (ft)	0.01	Cum SA (acres)		0.14	

Plan: Existing Spring Brook Camden RS: 216 Profile: 25 yr

E.G. Elev (ft)	42.99	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.02	Wt. n-Val.		0.050	
W.S. Elev (ft)	42.97	Reach Len. (ft)	25.89	26.19	25.89
Crit W.S. (ft)	37.77	Flow Area (sq ft)		237.11	
E.G. Slope (ft/ft)	0.000202	Area (sq ft)		240.80	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	49.96	Top Width (ft)		49.96	
Vel Total (ft/s)	1.20	Avg. Vel. (ft/s)		1.20	
Max Chl Dpth (ft)	8.88	Hydr. Depth (ft)		5.08	
Conv. Total (cfs)	19991.0	Conv. (cfs)		19991.0	
Length Wtd. (ft)	26.19	Wetted Per. (ft)		49.62	
Min Ch El (ft)	34.09	Shear (lb/sq ft)		0.06	
Alpha	1.00	Stream Power (lb/ft s)		0.07	
Frctn Loss (ft)	0.01	Cum Volume (acre-ft)		0.24	
C & E Loss (ft)	0.01	Cum SA (acres)		0.14	

Plan: Existing Spring Brook Camden RS: 216 Profile: 50 yr

E.G. Elev (ft)	43.19	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.03	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.16	Reach Len. (ft)	25.89	26.19	25.89
Crit W.S. (ft)	37.99	Flow Area (sq ft)		245.87	
E.G. Slope (ft/ft)	0.000253	Area (sq ft)		250.20	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	50.48	Top Width (ft)		50.48	
Vel Total (ft/s)	1.37	Avg. Vel. (ft/s)		1.37	
Max Chl Dpth (ft)	9.07	Hydr. Depth (ft)		5.24	
Conv. Total (cfs)	21138.7	Conv. (cfs)		21138.7	
Length Wtd. (ft)	26.19	Wetted Per. (ft)		49.97	
Min Ch El (ft)	34.09	Shear (lb/sq ft)		0.08	
Alpha	1.00	Stream Power (lb/ft s)		0.11	
Frctn Loss (ft)	0.02	Cum Volume (acre-ft)		0.26	
C & E Loss (ft)	0.01	Cum SA (acres)		0.15	

Plan: Existing Spring Brook Camden RS: 216 Profile: 100 yr

E.G. Elev (ft)	43.39	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.04	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.35	Reach Len. (ft)	25.89	26.19	25.89
Crit W.S. (ft)	38.21	Flow Area (sq ft)		254.88	
E.G. Slope (ft/ft)	0.000311	Area (sq ft)		259.90	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	51.02	Top Width (ft)		51.02	
Vel Total (ft/s)	1.55	Avg. Vel. (ft/s)		1.55	
Max Chl Dpth (ft)	9.26	Hydr. Depth (ft)		5.39	
Conv. Total (cfs)	22340.4	Conv. (cfs)		22340.4	
Length Wtd. (ft)	26.19	Wetted Per. (ft)		50.32	
Min Ch El (ft)	34.09	Shear (lb/sq ft)		0.10	
Alpha	1.00	Stream Power (lb/ft s)		0.15	
Frctn Loss (ft)	0.02	Cum Volume (acre-ft)		0.29	
C & E Loss (ft)	0.01	Cum SA (acres)		0.15	

Plan: Existing Spring Brook Camden RS: 216 Profile: 500 yr

E.G. Elev (ft)	43.84	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.06	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.78	Reach Len. (ft)	25.89	26.19	25.89
Crit W.S. (ft)	38.68	Flow Area (sq ft)		275.23	
E.G. Slope (ft/ft)	0.000460	Area (sq ft)		281.98	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	52.23	Top Width (ft)		52.23	
Vel Total (ft/s)	1.96	Avg. Vel. (ft/s)		1.96	
Max Chl Dpth (ft)	9.69	Hydr. Depth (ft)		5.74	
Conv. Total (cfs)	25129.1	Conv. (cfs)		25129.1	
Length Wtd. (ft)	26.19	Wetted Per. (ft)		51.11	
Min Ch El (ft)	34.09	Shear (lb/sq ft)		0.15	
Alpha	1.00	Stream Power (lb/ft s)		0.30	
Frctn Loss (ft)	0.03	Cum Volume (acre-ft)		0.34	0.00
C & E Loss (ft)	0.01	Cum SA (acres)		0.16	0.00

Plan: Existing Spring Brook Camden RS: 216 Profile: Field Observed F

E.G. Elev (ft)	44.01	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.07	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.94	Reach Len. (ft)	25.89	26.19	25.89
Crit W.S. (ft)	38.88	Flow Area (sq ft)		283.02	
E.G. Slope (ft/ft)	0.000524	Area (sq ft)		290.48	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	52.69	Top Width (ft)		52.69	
Vel Total (ft/s)	2.12	Avg. Vel. (ft/s)		2.12	
Max Chl Dpth (ft)	9.85	Hydr. Depth (ft)		5.87	
Conv. Total (cfs)	26223.5	Conv. (cfs)		26223.5	
Length Wtd. (ft)	26.19	Wetted Per. (ft)		51.41	
Min Ch El (ft)	34.09	Shear (lb/sq ft)		0.18	
Alpha	1.00	Stream Power (lb/ft s)		0.38	
Frctn Loss (ft)	0.03	Cum Volume (acre-ft)		0.37	0.00
C & E Loss (ft)	0.01	Cum SA (acres)		0.16	0.01

Plan: Existing Spring Brook Camden RS: 190 Profile: 1.1 yr

E.G. Elev (ft)	41.77	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.04	Wt. n-Val.		0.050	
W.S. Elev (ft)	41.73	Reach Len. (ft)	60.42	30.01	60.42
Crit W.S. (ft)	41.28	Flow Area (sq ft)		31.64	
E.G. Slope (ft/ft)	0.005540	Area (sq ft)		31.64	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	52.30	Top Width (ft)		52.30	
Vel Total (ft/s)	1.57	Avg. Vel. (ft/s)		1.57	
Max Chl Dpth (ft)	1.31	Hydr. Depth (ft)		0.60	
Conv. Total (cfs)	669.0	Conv. (cfs)		669.0	
Length Wtd. (ft)	30.01	Wetted Per. (ft)		52.72	
Min Ch El (ft)	40.42	Shear (lb/sq ft)		0.21	
Alpha	1.00	Stream Power (lb/ft s)		0.33	
Frctn Loss (ft)	0.37	Cum Volume (acre-ft)		0.04	
C & E Loss (ft)	0.02	Cum SA (acres)		0.08	

Plan: Existing Spring Brook Camden RS: 190 Profile: 10 yr

E.G. Elev (ft)	42.71	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.10	Wt. n-Val.		0.050	
W.S. Elev (ft)	42.60	Reach Len. (ft)	60.42	30.01	60.42
Crit W.S. (ft)	41.95	Flow Area (sq ft)		84.50	
E.G. Slope (ft/ft)	0.005374	Area (sq ft)		84.50	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	65.38	Top Width (ft)		65.38	
Vel Total (ft/s)	2.57	Avg. Vel. (ft/s)		2.57	
Max Chl Dpth (ft)	2.18	Hydr. Depth (ft)		1.29	
Conv. Total (cfs)	2957.5	Conv. (cfs)		2957.5	
Length Wtd. (ft)	30.01	Wetted Per. (ft)		66.11	
Min Ch El (ft)	40.42	Shear (lb/sq ft)		0.43	
Alpha	1.00	Stream Power (lb/ft s)		1.10	
Frctn Loss (ft)	0.34	Cum Volume (acre-ft)		0.11	
C & E Loss (ft)	0.04	Cum SA (acres)		0.11	

Plan: Existing Spring Brook Camden RS: 190 Profile: 25 yr

E.G. Elev (ft)	42.97	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.12	Wt. n-Val.		0.050	
W.S. Elev (ft)	42.85	Reach Len. (ft)	60.42	30.01	60.42
Crit W.S. (ft)	42.12	Flow Area (sq ft)		100.39	
E.G. Slope (ft/ft)	0.005329	Area (sq ft)		100.39	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	66.63	Top Width (ft)		66.63	
Vel Total (ft/s)	2.83	Avg. Vel. (ft/s)		2.83	
Max Chl Dpth (ft)	2.43	Hydr. Depth (ft)		1.51	
Conv. Total (cfs)	3887.6	Conv. (cfs)		3887.6	
Length Wtd. (ft)	30.01	Wetted Per. (ft)		67.48	
Min Ch El (ft)	40.42	Shear (lb/sq ft)		0.49	
Alpha	1.00	Stream Power (lb/ft s)		1.40	
Frctn Loss (ft)	0.33	Cum Volume (acre-ft)		0.13	
C & E Loss (ft)	0.04	Cum SA (acres)		0.11	

Plan: Existing Spring Brook Camden RS: 190 Profile: 50 yr

E.G. Elev (ft)	43.16	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.14	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.02	Reach Len. (ft)	60.42	30.01	60.42
Crit W.S. (ft)	42.23	Flow Area (sq ft)		112.06	
E.G. Slope (ft/ft)	0.005294	Area (sq ft)		112.06	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	67.53	Top Width (ft)		67.53	
Vel Total (ft/s)	3.00	Avg. Vel. (ft/s)		3.00	
Max Chl Dpth (ft)	2.60	Hydr. Depth (ft)		1.66	
Conv. Total (cfs)	4624.8	Conv. (cfs)		4624.8	
Length Wtd. (ft)	30.01	Wetted Per. (ft)		68.47	
Min Ch El (ft)	40.42	Shear (lb/sq ft)		0.54	
Alpha	1.00	Stream Power (lb/ft s)		1.62	
Frctn Loss (ft)	0.33	Cum Volume (acre-ft)		0.15	
C & E Loss (ft)	0.04	Cum SA (acres)		0.11	

Plan: Existing Spring Brook Camden RS: 190 Profile: 100 yr

E.G. Elev (ft)	43.36	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.16	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.20	Reach Len. (ft)	60.42	30.01	60.42
Crit W.S. (ft)	42.35	Flow Area (sq ft)		124.25	
E.G. Slope (ft/ft)	0.005241	Area (sq ft)		124.25	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	68.46	Top Width (ft)		68.46	
Vel Total (ft/s)	3.17	Avg. Vel. (ft/s)		3.17	
Max Chl Dpth (ft)	2.78	Hydr. Depth (ft)		1.81	
Conv. Total (cfs)	5439.4	Conv. (cfs)		5439.4	
Length Wtd. (ft)	30.01	Wetted Per. (ft)		69.50	
Min Ch El (ft)	40.42	Shear (lb/sq ft)		0.59	
Alpha	1.00	Stream Power (lb/ft s)		1.85	
Frctn Loss (ft)	0.32	Cum Volume (acre-ft)		0.17	
C & E Loss (ft)	0.05	Cum SA (acres)		0.11	

Plan: Existing Spring Brook Camden RS: 190 Profile: 500 yr

E.G. Elev (ft)	43.80	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.19	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.60	Reach Len. (ft)	60.42	30.01	60.42
Crit W.S. (ft)	42.59	Flow Area (sq ft)		152.20	
E.G. Slope (ft/ft)	0.005212	Area (sq ft)		152.20	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	70.55	Top Width (ft)		70.55	
Vel Total (ft/s)	3.54	Avg. Vel. (ft/s)		3.54	
Max Chl Dpth (ft)	3.18	Hydr. Depth (ft)		2.16	
Conv. Total (cfs)	7464.8	Conv. (cfs)		7464.8	
Length Wtd. (ft)	30.02	Wetted Per. (ft)		71.79	
Min Ch El (ft)	40.42	Shear (lb/sq ft)		0.69	
Alpha	1.00	Stream Power (lb/ft s)		2.44	
Frctn Loss (ft)	0.32	Cum Volume (acre-ft)		0.21	0.00
C & E Loss (ft)	0.06	Cum SA (acres)		0.12	0.00

Plan: Existing Spring Brook Camden RS: 190 Profile: Field Observed F

E.G. Elev (ft)	43.96	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.21	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.75	Reach Len. (ft)	60.42	30.01	60.42
Crit W.S. (ft)	42.69	Flow Area (sq ft)		163.08	
E.G. Slope (ft/ft)	0.005216	Area (sq ft)		163.08	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	71.34	Top Width (ft)		71.34	
Vel Total (ft/s)	3.68	Avg. Vel. (ft/s)		3.68	
Max Chl Dpth (ft)	3.33	Hydr. Depth (ft)		2.29	
Conv. Total (cfs)	8308.1	Conv. (cfs)		8308.1	
Length Wtd. (ft)	30.03	Wetted Per. (ft)		72.66	
Min Ch El (ft)	40.42	Shear (lb/sq ft)		0.73	
Alpha	1.00	Stream Power (lb/ft s)		2.69	
Frctn Loss (ft)	0.31	Cum Volume (acre-ft)		0.23	0.00
C & E Loss (ft)	0.06	Cum SA (acres)		0.12	0.01

Plan: Existing Spring Brook Camden RS: 160 Profile: 1.1 yr

E.G. Elev (ft)	41.39	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.24	Wt. n-Val.		0.050	
W.S. Elev (ft)	41.15	Reach Len. (ft)	70.68	42.11	70.68
Crit W.S. (ft)	41.15	Flow Area (sq ft)		12.69	
E.G. Slope (ft/ft)	0.047675	Area (sq ft)		12.69	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	26.87	Top Width (ft)		26.87	
Vel Total (ft/s)	3.92	Avg. Vel. (ft/s)		3.92	
Max Chl Dpth (ft)	0.99	Hydr. Depth (ft)		0.47	
Conv. Total (cfs)	228.1	Conv. (cfs)		228.1	
Length Wtd. (ft)	42.11	Wetted Per. (ft)		26.98	
Min Ch El (ft)	40.16	Shear (lb/sq ft)		1.40	
Alpha	1.00	Stream Power (lb/ft s)		5.49	
Frctn Loss (ft)	3.34	Cum Volume (acre-ft)		0.02	
C & E Loss (ft)	0.04	Cum SA (acres)		0.05	

Plan: Existing Spring Brook Camden RS: 160 Profile: 10 yr

E.G. Elev (ft)	42.33	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.46	Wt. n-Val.		0.050	
W.S. Elev (ft)	41.86	Reach Len. (ft)	70.68	42.11	70.68
Crit W.S. (ft)	41.86	Flow Area (sq ft)		39.75	
E.G. Slope (ft/ft)	0.037948	Area (sq ft)		39.75	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	43.23	Top Width (ft)		43.23	
Vel Total (ft/s)	5.45	Avg. Vel. (ft/s)		5.45	
Max Chl Dpth (ft)	1.70	Hydr. Depth (ft)		0.92	
Conv. Total (cfs)	1112.9	Conv. (cfs)		1112.9	
Length Wtd. (ft)	42.11	Wetted Per. (ft)		43.46	
Min Ch El (ft)	40.16	Shear (lb/sq ft)		2.17	
Alpha	1.00	Stream Power (lb/ft s)		11.82	
Frctn Loss (ft)	2.70	Cum Volume (acre-ft)		0.07	
C & E Loss (ft)	0.11	Cum SA (acres)		0.07	

Plan: Existing Spring Brook Camden RS: 160 Profile: 25 yr

E.G. Elev (ft)	42.60	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.54	Wt. n-Val.		0.050	
W.S. Elev (ft)	42.06	Reach Len. (ft)	70.68	42.11	70.68
Crit W.S. (ft)	42.06	Flow Area (sq ft)		48.36	
E.G. Slope (ft/ft)	0.035747	Area (sq ft)		48.36	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	45.02	Top Width (ft)		45.02	
Vel Total (ft/s)	5.87	Avg. Vel. (ft/s)		5.87	
Max Chl Dpth (ft)	1.90	Hydr. Depth (ft)		1.07	
Conv. Total (cfs)	1501.0	Conv. (cfs)		1501.0	
Length Wtd. (ft)	42.11	Wetted Per. (ft)		45.30	
Min Ch El (ft)	40.16	Shear (lb/sq ft)		2.38	
Alpha	1.00	Stream Power (lb/ft s)		13.98	
Frctn Loss (ft)	2.52	Cum Volume (acre-ft)		0.08	
C & E Loss (ft)	0.12	Cum SA (acres)		0.07	

Plan: Existing Spring Brook Camden RS: 160 Profile: 50 yr

E.G. Elev (ft)	42.79	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.59	Wt. n-Val.		0.050	
W.S. Elev (ft)	42.20	Reach Len. (ft)	70.68	42.11	70.68
Crit W.S. (ft)	42.20	Flow Area (sq ft)		54.76	
E.G. Slope (ft/ft)	0.034384	Area (sq ft)		54.76	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	46.19	Top Width (ft)		46.19	
Vel Total (ft/s)	6.14	Avg. Vel. (ft/s)		6.14	
Max Chl Dpth (ft)	2.04	Hydr. Depth (ft)		1.19	
Conv. Total (cfs)	1814.7	Conv. (cfs)		1814.7	
Length Wtd. (ft)	42.11	Wetted Per. (ft)		46.51	
Min Ch El (ft)	40.16	Shear (lb/sq ft)		2.53	
Alpha	1.00	Stream Power (lb/ft s)		15.53	
Frctn Loss (ft)	2.40	Cum Volume (acre-ft)		0.09	
C & E Loss (ft)	0.13	Cum SA (acres)		0.07	

Plan: Existing Spring Brook Camden RS: 160 Profile: 100 yr

E.G. Elev (ft)	42.98	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.65	Wt. n-Val.		0.050	
W.S. Elev (ft)	42.33	Reach Len. (ft)	70.68	42.11	70.68
Crit W.S. (ft)	42.33	Flow Area (sq ft)		60.98	
E.G. Slope (ft/ft)	0.033975	Area (sq ft)		60.98	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	47.30	Top Width (ft)		47.30	
Vel Total (ft/s)	6.46	Avg. Vel. (ft/s)		6.46	
Max Chl Dpth (ft)	2.17	Hydr. Depth (ft)		1.29	
Conv. Total (cfs)	2136.5	Conv. (cfs)		2136.5	
Length Wtd. (ft)	42.11	Wetted Per. (ft)		47.65	
Min Ch El (ft)	40.16	Shear (lb/sq ft)		2.71	
Alpha	1.00	Stream Power (lb/ft s)		17.53	
Frctn Loss (ft)	2.31	Cum Volume (acre-ft)		0.11	
C & E Loss (ft)	0.14	Cum SA (acres)		0.07	

Plan: Existing Spring Brook Camden RS: 160 Profile: 500 yr

E.G. Elev (ft)	43.42	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.76	Wt. n-Val.		0.050	0.080
W.S. Elev (ft)	42.66	Reach Len. (ft)	70.68	42.11	70.68
Crit W.S. (ft)	42.66	Flow Area (sq ft)		77.10	0.27
E.G. Slope (ft/ft)	0.031434	Area (sq ft)		77.10	0.27
Q Total (cfs)	538.90	Flow (cfs)		538.72	0.18
Top Width (ft)	52.64	Top Width (ft)		50.05	2.60
Vel Total (ft/s)	6.97	Avg. Vel. (ft/s)		6.99	0.68
Max Chl Dpth (ft)	2.50	Hydr. Depth (ft)		1.54	0.10
Conv. Total (cfs)	3039.5	Conv. (cfs)		3038.5	1.0
Length Wtd. (ft)	42.11	Wetted Per. (ft)		50.48	2.81
Min Ch El (ft)	40.16	Shear (lb/sq ft)		3.00	0.19
Alpha	1.01	Stream Power (lb/ft s)		20.94	0.13
Frctn Loss (ft)	2.09	Cum Volume (acre-ft)		0.13	0.00
C & E Loss (ft)	0.15	Cum SA (acres)		0.08	0.00

Plan: Existing Spring Brook Camden RS: 160 Profile: Field Observed F

E.G. Elev (ft)	43.59	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.80	Wt. n-Val.		0.050	0.080
W.S. Elev (ft)	42.79	Reach Len. (ft)	70.68	42.11	70.68
Crit W.S. (ft)	42.79	Flow Area (sq ft)		83.30	0.69
E.G. Slope (ft/ft)	0.030810	Area (sq ft)		83.30	0.69
Q Total (cfs)	600.00	Flow (cfs)		599.38	0.62
Top Width (ft)	55.38	Top Width (ft)		50.96	4.42
Vel Total (ft/s)	7.14	Avg. Vel. (ft/s)		7.20	0.90
Max Chl Dpth (ft)	2.63	Hydr. Depth (ft)		1.63	0.16
Conv. Total (cfs)	3418.3	Conv. (cfs)		3414.7	3.6
Length Wtd. (ft)	42.12	Wetted Per. (ft)		51.42	4.76
Min Ch El (ft)	40.16	Shear (lb/sq ft)		3.12	0.28
Alpha	1.01	Stream Power (lb/ft s)		22.42	0.25
Frctn Loss (ft)	2.03	Cum Volume (acre-ft)		0.15	0.00
C & E Loss (ft)	0.16	Cum SA (acres)		0.08	0.00

Plan: Existing Spring Brook Camden RS: 118 Profile: 1.1 yr

E.G. Elev (ft)	37.99	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.63	Wt. n-Val.		0.050	
W.S. Elev (ft)	37.36	Reach Len. (ft)	8.60	60.63	8.60
Crit W.S. (ft)	37.56	Flow Area (sq ft)		7.81	
E.G. Slope (ft/ft)	0.157646	Area (sq ft)		7.81	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	19.61	Top Width (ft)		19.61	
Vel Total (ft/s)	6.37	Avg. Vel. (ft/s)		6.37	
Max Chl Dpth (ft)	0.68	Hydr. Depth (ft)		0.40	
Conv. Total (cfs)	125.4	Conv. (cfs)		125.4	
Length Wtd. (ft)	60.63	Wetted Per. (ft)		19.68	
Min Ch El (ft)	36.68	Shear (lb/sq ft)		3.91	
Alpha	1.00	Stream Power (lb/ft s)		24.91	
Frctn Loss (ft)	1.97	Cum Volume (acre-ft)		0.01	
C & E Loss (ft)	0.01	Cum SA (acres)		0.03	

Plan: Existing Spring Brook Camden RS: 118 Profile: 10 yr

E.G. Elev (ft)	39.52	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.54	Wt. n-Val.		0.050	
W.S. Elev (ft)	37.98	Reach Len. (ft)	8.60	60.63	8.60
Crit W.S. (ft)	38.45	Flow Area (sq ft)		21.78	
E.G. Slope (ft/ft)	0.130324	Area (sq ft)		21.78	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	23.94	Top Width (ft)		23.94	
Vel Total (ft/s)	9.95	Avg. Vel. (ft/s)		9.95	
Max Chl Dpth (ft)	1.30	Hydr. Depth (ft)		0.91	
Conv. Total (cfs)	600.5	Conv. (cfs)		600.5	
Length Wtd. (ft)	60.63	Wetted Per. (ft)		24.38	
Min Ch El (ft)	36.68	Shear (lb/sq ft)		7.27	
Alpha	1.00	Stream Power (lb/ft s)		72.35	
Frctn Loss (ft)	2.03	Cum Volume (acre-ft)		0.04	
C & E Loss (ft)	0.00	Cum SA (acres)		0.04	

Plan: Existing Spring Brook Camden RS: 118 Profile: 25 yr

E.G. Elev (ft)	39.95	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.77	Wt. n-Val.		0.050	
W.S. Elev (ft)	38.18	Reach Len. (ft)	8.60	60.63	8.60
Crit W.S. (ft)	38.72	Flow Area (sq ft)		26.57	
E.G. Slope (ft/ft)	0.119592	Area (sq ft)		26.57	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	24.49	Top Width (ft)		24.49	
Vel Total (ft/s)	10.68	Avg. Vel. (ft/s)		10.68	
Max Chl Dpth (ft)	1.50	Hydr. Depth (ft)		1.09	
Conv. Total (cfs)	820.7	Conv. (cfs)		820.7	
Length Wtd. (ft)		Wetted Per. (ft)		25.08	
Min Ch El (ft)	36.68	Shear (lb/sq ft)		7.91	
Alpha	1.00	Stream Power (lb/ft s)		84.49	
Frctn Loss (ft)		Cum Volume (acre-ft)		0.05	
C & E Loss (ft)		Cum SA (acres)		0.04	

Plan: Existing Spring Brook Camden RS: 118 Profile: 50 yr

E.G. Elev (ft)	40.25	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.92	Wt. n-Val.		0.050	
W.S. Elev (ft)	38.33	Reach Len. (ft)	8.60	60.63	8.60
Crit W.S. (ft)	38.93	Flow Area (sq ft)		30.26	
E.G. Slope (ft/ft)	0.112340	Area (sq ft)		30.26	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	24.97	Top Width (ft)		24.97	
Vel Total (ft/s)	11.12	Avg. Vel. (ft/s)		11.12	
Max Chl Dpth (ft)	1.65	Hydr. Depth (ft)		1.21	
Conv. Total (cfs)	1004.0	Conv. (cfs)		1004.0	
Length Wtd. (ft)	60.63	Wetted Per. (ft)		25.65	
Min Ch El (ft)	36.68	Shear (lb/sq ft)		8.27	
Alpha	1.00	Stream Power (lb/ft s)		92.02	
Frctn Loss (ft)	1.95	Cum Volume (acre-ft)		0.05	
C & E Loss (ft)	0.01	Cum SA (acres)		0.04	

Plan: Existing Spring Brook Camden RS: 118 Profile: 100 yr

E.G. Elev (ft)	40.53	Element	Left OB	Channel	Right OB
Vel Head (ft)	2.03	Wt. n-Val.		0.050	
W.S. Elev (ft)	38.49	Reach Len. (ft)	8.60	60.63	8.60
Crit W.S. (ft)	39.14	Flow Area (sq ft)		34.42	
E.G. Slope (ft/ft)	0.103431	Area (sq ft)		34.42	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	25.50	Top Width (ft)		25.50	
Vel Total (ft/s)	11.44	Avg. Vel. (ft/s)		11.44	
Max Chl Dpth (ft)	1.81	Hydr. Depth (ft)		1.35	
Conv. Total (cfs)	1224.5	Conv. (cfs)		1224.5	
Length Wtd. (ft)	60.63	Wetted Per. (ft)		26.28	
Min Ch El (ft)	36.68	Shear (lb/sq ft)		8.46	
Alpha	1.00	Stream Power (lb/ft s)		96.78	
Frctn Loss (ft)	1.91	Cum Volume (acre-ft)		0.06	
C & E Loss (ft)	0.01	Cum SA (acres)		0.04	

Plan: Existing Spring Brook Camden RS: 118 Profile: 500 yr

E.G. Elev (ft)	41.18	Element	Left OB	Channel	Right OB
Vel Head (ft)	2.30	Wt. n-Val.		0.050	
W.S. Elev (ft)	38.87	Reach Len. (ft)	8.60	60.63	8.60
Crit W.S. (ft)	39.61	Flow Area (sq ft)		44.26	
E.G. Slope (ft/ft)	0.089940	Area (sq ft)		44.26	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	26.71	Top Width (ft)		26.71	
Vel Total (ft/s)	12.18	Avg. Vel. (ft/s)		12.18	
Max Chl Dpth (ft)	2.19	Hydr. Depth (ft)		1.66	
Conv. Total (cfs)	1796.9	Conv. (cfs)		1796.9	
Length Wtd. (ft)	60.63	Wetted Per. (ft)		27.71	
Min Ch El (ft)	36.68	Shear (lb/sq ft)		8.97	
Alpha	1.00	Stream Power (lb/ft s)		109.19	
Frctn Loss (ft)	1.83	Cum Volume (acre-ft)		0.08	
C & E Loss (ft)	0.00	Cum SA (acres)		0.04	

Plan: Existing Spring Brook Camden RS: 118 Profile: Field Observed F

E.G. Elev (ft)	41.40	Element	Left OB	Channel	Right OB
Vel Head (ft)	2.37	Wt. n-Val.		0.050	
W.S. Elev (ft)	39.03	Reach Len. (ft)	8.60	60.63	8.60
Crit W.S. (ft)	39.79	Flow Area (sq ft)		48.57	
E.G. Slope (ft/ft)	0.085807	Area (sq ft)		48.57	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	27.67	Top Width (ft)		27.67	
Vel Total (ft/s)	12.35	Avg. Vel. (ft/s)		12.35	
Max Chl Dpth (ft)	2.35	Hydr. Depth (ft)		1.76	
Conv. Total (cfs)	2048.3	Conv. (cfs)		2048.3	
Length Wtd. (ft)	60.63	Wetted Per. (ft)		28.73	
Min Ch El (ft)	36.68	Shear (lb/sq ft)		9.06	
Alpha	1.00	Stream Power (lb/ft s)		111.87	
Frctn Loss (ft)	1.80	Cum Volume (acre-ft)		0.08	
C & E Loss (ft)	0.00	Cum SA (acres)		0.04	

Plan: Existing Spring Brook Camden RS: 57 Profile: 1.1 yr

E.G. Elev (ft)	35.89	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.25	Wt. n-Val.		0.050	
W.S. Elev (ft)	35.64	Reach Len. (ft)			
Crit W.S. (ft)	35.64	Flow Area (sq ft)		12.40	
E.G. Slope (ft/ft)	0.044784	Area (sq ft)		12.40	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	24.12	Top Width (ft)		24.12	
Vel Total (ft/s)	4.02	Avg. Vel. (ft/s)		4.02	
Max Chl Dpth (ft)	0.80	Hydr. Depth (ft)		0.51	
Conv. Total (cfs)	235.3	Conv. (cfs)		235.3	
Length Wtd. (ft)		Wetted Per. (ft)		24.29	
Min Ch El (ft)	34.84	Shear (lb/sq ft)		1.43	
Alpha	1.00	Stream Power (lb/ft s)		5.73	
Frctn Loss (ft)		Cum Volume (acre-ft)			
C & E Loss (ft)		Cum SA (acres)			

Plan: Existing Spring Brook Camden RS: 57 Profile: 10 yr

E.G. Elev (ft)	37.08	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.61	Wt. n-Val.		0.050	
W.S. Elev (ft)	36.47	Reach Len. (ft)			
Crit W.S. (ft)	36.47	Flow Area (sq ft)		34.49	
E.G. Slope (ft/ft)	0.034964	Area (sq ft)		34.49	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	27.93	Top Width (ft)		27.93	
Vel Total (ft/s)	6.29	Avg. Vel. (ft/s)		6.29	
Max Chl Dpth (ft)	1.63	Hydr. Depth (ft)		1.24	
Conv. Total (cfs)	1159.4	Conv. (cfs)		1159.4	
Length Wtd. (ft)		Wetted Per. (ft)		28.67	
Min Ch El (ft)	34.84	Shear (lb/sq ft)		2.63	
Alpha	1.00	Stream Power (lb/ft s)		16.51	
Frctn Loss (ft)		Cum Volume (acre-ft)			
C & E Loss (ft)		Cum SA (acres)			

Plan: Existing Spring Brook Camden RS: 57 Profile: 25 yr

E.G. Elev (ft)	37.44	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.72	Wt. n-Val.		0.050	
W.S. Elev (ft)	36.72	Reach Len. (ft)			
Crit W.S. (ft)	36.72	Flow Area (sq ft)		41.56	
E.G. Slope (ft/ft)	0.033574	Area (sq ft)		41.56	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	28.63	Top Width (ft)		28.63	
Vel Total (ft/s)	6.83	Avg. Vel. (ft/s)		6.83	
Max Chl Dpth (ft)	1.88	Hydr. Depth (ft)		1.45	
Conv. Total (cfs)	1548.8	Conv. (cfs)		1548.8	
Length Wtd. (ft)		Wetted Per. (ft)		29.59	
Min Ch El (ft)	34.84	Shear (lb/sq ft)		2.94	
Alpha	1.00	Stream Power (lb/ft s)		20.10	
Frctn Loss (ft)		Cum Volume (acre-ft)			
C & E Loss (ft)		Cum SA (acres)			

Plan: Existing Spring Brook Camden RS: 57 Profile: 50 yr

E.G. Elev (ft)	37.70	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.80	Wt. n-Val.		0.050	
W.S. Elev (ft)	36.90	Reach Len. (ft)			
Crit W.S. (ft)	36.90	Flow Area (sq ft)		46.94	
E.G. Slope (ft/ft)	0.032425	Area (sq ft)		46.94	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	29.15	Top Width (ft)		29.15	
Vel Total (ft/s)	7.17	Avg. Vel. (ft/s)		7.17	
Max Chl Dpth (ft)	2.06	Hydr. Depth (ft)		1.61	
Conv. Total (cfs)	1868.7	Conv. (cfs)		1868.7	
Length Wtd. (ft)		Wetted Per. (ft)		30.27	
Min Ch El (ft)	34.84	Shear (lb/sq ft)		3.14	
Alpha	1.00	Stream Power (lb/ft s)		22.50	
Frctn Loss (ft)		Cum Volume (acre-ft)			
C & E Loss (ft)		Cum SA (acres)			

Plan: Existing Spring Brook Camden RS: 57 Profile: 100 yr

E.G. Elev (ft)	37.97	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.88	Wt. n-Val.		0.050	
W.S. Elev (ft)	37.09	Reach Len. (ft)			
Crit W.S. (ft)	37.09	Flow Area (sq ft)		52.39	
E.G. Slope (ft/ft)	0.031720	Area (sq ft)		52.39	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	29.67	Top Width (ft)		29.67	
Vel Total (ft/s)	7.52	Avg. Vel. (ft/s)		7.52	
Max Chl Dpth (ft)	2.25	Hydr. Depth (ft)		1.77	
Conv. Total (cfs)	2211.1	Conv. (cfs)		2211.1	
Length Wtd. (ft)		Wetted Per. (ft)		30.96	
Min Ch El (ft)	34.84	Shear (lb/sq ft)		3.35	
Alpha	1.00	Stream Power (lb/ft s)		25.19	
Frctn Loss (ft)		Cum Volume (acre-ft)			
C & E Loss (ft)		Cum SA (acres)			

Plan: Existing Spring Brook Camden RS: 57 Profile: 500 yr

E.G. Elev (ft)	38.57	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.06	Wt. n-Val.		0.050	
W.S. Elev (ft)	37.51	Reach Len. (ft)			
Crit W.S. (ft)	37.51	Flow Area (sq ft)		65.18	
E.G. Slope (ft/ft)	0.030619	Area (sq ft)		65.18	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	30.85	Top Width (ft)		30.85	
Vel Total (ft/s)	8.27	Avg. Vel. (ft/s)		8.27	
Max Chl Dpth (ft)	2.67	Hydr. Depth (ft)		2.11	
Conv. Total (cfs)	3079.7	Conv. (cfs)		3079.7	
Length Wtd. (ft)		Wetted Per. (ft)		32.51	
Min Ch El (ft)	34.84	Shear (lb/sq ft)		3.83	
Alpha	1.00	Stream Power (lb/ft s)		31.69	
Frctn Loss (ft)		Cum Volume (acre-ft)			
C & E Loss (ft)		Cum SA (acres)			

Plan: Existing Spring Brook Camden RS: 57 Profile: Field Observed F

E.G. Elev (ft)	38.81	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.12	Wt. n-Val.		0.050	
W.S. Elev (ft)	37.68	Reach Len. (ft)			
Crit W.S. (ft)	37.68	Flow Area (sq ft)		70.59	
E.G. Slope (ft/ft)	0.029857	Area (sq ft)		70.59	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	31.34	Top Width (ft)		31.34	
Vel Total (ft/s)	8.50	Avg. Vel. (ft/s)		8.50	
Max Chl Dpth (ft)	2.84	Hydr. Depth (ft)		2.25	
Conv. Total (cfs)	3472.4	Conv. (cfs)		3472.4	
Length Wtd. (ft)		Wetted Per. (ft)		33.15	
Min Ch El (ft)	34.84	Shear (lb/sq ft)		3.97	
Alpha	1.00	Stream Power (lb/ft s)		33.74	
Frctn Loss (ft)		Cum Volume (acre-ft)			
C & E Loss (ft)		Cum SA (acres)			

Plan: Existing Spring Brook Camden RS: 367 Culv Group: Culvert #1 Profile: 1.1 yr

Q Culv Group (cfs)	49.80	Culv Full Len (ft)	
# Barrels	1	Culv Vel US (ft/s)	11.25
Q Barrel (cfs)	49.80	Culv Vel DS (ft/s)	14.09
E.G. US. (ft)	52.95	Culv Inv El Up (ft)	49.57
W.S. US. (ft)	52.49	Culv Inv El Dn (ft)	43.24
E.G. DS (ft)	41.78	Culv Frctn Ls (ft)	0.00
W.S. DS (ft)	41.78	Culv Exit Loss (ft)	4.88
Delta EG (ft)	11.17	Culv Entr Loss (ft)	0.99
Delta WS (ft)	10.72	Q Weir (cfs)	
E.G. IC (ft)		Weir Sta Lft (ft)	
E.G. OC (ft)		Weir Sta Rgt (ft)	
Culvert Control	Outlet	Weir Submerg	
Culv WS Inlet (ft)	49.99	Weir Max Depth (ft)	
Culv WS Outlet (ft)	43.57	Weir Avg Depth (ft)	
Culv Nml Depth (ft)	0.34	Weir Flow Area (sq ft)	
Culv Crt Depth (ft)	0.89	Min El Weir Flow (ft)	78.01

Plan: Existing Spring Brook Camden RS: 367 Culv Group: Culvert #1 Profile: 10 yr

Q Culv Group (cfs)	216.80	Culv Full Len (ft)	
# Barrels	1	Culv Vel US (ft/s)	8.73
Q Barrel (cfs)	216.80	Culv Vel DS (ft/s)	20.82
E.G. US. (ft)	53.71	Culv Inv El Up (ft)	49.57
W.S. US. (ft)	53.80	Culv Inv El Dn (ft)	43.24
E.G. DS (ft)	42.73	Culv Frctn Ls (ft)	0.00
W.S. DS (ft)	42.70	Culv Exit Loss (ft)	8.23
Delta EG (ft)	10.97	Culv Entr Loss (ft)	0.59
Delta WS (ft)	11.10	Q Weir (cfs)	
E.G. IC (ft)	53.02	Weir Sta Lft (ft)	
E.G. OC (ft)	53.71	Weir Sta Rgt (ft)	
Culvert Control	Outlet	Weir Submerg	
Culv WS Inlet (ft)	51.93	Weir Max Depth (ft)	
Culv WS Outlet (ft)	44.23	Weir Avg Depth (ft)	
Culv Nml Depth (ft)	0.83	Weir Flow Area (sq ft)	
Culv Crt Depth (ft)	2.37	Min El Weir Flow (ft)	78.01

Plan: Existing Spring Brook Camden RS: 367 Culv Group: Culvert #1 Profile: 25 yr

Q Culv Group (cfs)	283.80	Culv Full Len (ft)	
# Barrels	1	Culv Vel US (ft/s)	9.55
Q Barrel (cfs)	283.80	Culv Vel DS (ft/s)	21.93
E.G. US. (ft)	54.52	Culv Inv El Up (ft)	49.57
W.S. US. (ft)	54.09	Culv Inv El Dn (ft)	43.24
E.G. DS (ft)	43.01	Culv Frctn Ls (ft)	0.00
W.S. DS (ft)	42.96	Culv Exit Loss (ft)	8.94
Delta EG (ft)	11.52	Culv Entr Loss (ft)	0.71
Delta WS (ft)	11.14	Q Weir (cfs)	
E.G. IC (ft)	53.77	Weir Sta Lft (ft)	
E.G. OC (ft)	54.52	Weir Sta Rgt (ft)	
Culvert Control	Outlet	Weir Submerg	
Culv WS Inlet (ft)	52.40	Weir Max Depth (ft)	
Culv WS Outlet (ft)	44.47	Weir Avg Depth (ft)	
Culv Nml Depth (ft)	0.99	Weir Flow Area (sq ft)	
Culv Crt Depth (ft)	2.83	Min El Weir Flow (ft)	78.01

Plan: Existing Spring Brook Camden RS: 367 Culv Group: Culvert #1 Profile: 50 yr

Q Culv Group (cfs)	336.50	Culv Full Len (ft)	
# Barrels	1	Culv Vel US (ft/s)	10.10
Q Barrel (cfs)	336.50	Culv Vel DS (ft/s)	22.62
E.G. US. (ft)	55.12	Culv Inv El Up (ft)	49.57
W.S. US. (ft)	54.53	Culv Inv El Dn (ft)	43.24
E.G. DS (ft)	43.20	Culv Frctn Ls (ft)	0.00
W.S. DS (ft)	43.14	Culv Exit Loss (ft)	9.41
Delta EG (ft)	11.91	Culv Entr Loss (ft)	0.79
Delta WS (ft)	11.39	Q Weir (cfs)	
E.G. IC (ft)	54.32	Weir Sta Lft (ft)	
E.G. OC (ft)	55.12	Weir Sta Rgt (ft)	
Culvert Control	Outlet	Weir Submerg	
Culv WS Inlet (ft)	52.74	Weir Max Depth (ft)	
Culv WS Outlet (ft)	44.65	Weir Avg Depth (ft)	
Culv Nml Depth (ft)	1.10	Weir Flow Area (sq ft)	
Culv Crt Depth (ft)	3.17	Min El Weir Flow (ft)	78.01

Plan: Existing Spring Brook Camden RS: 367 Culv Group: Culvert #1 Profile: 100 yr

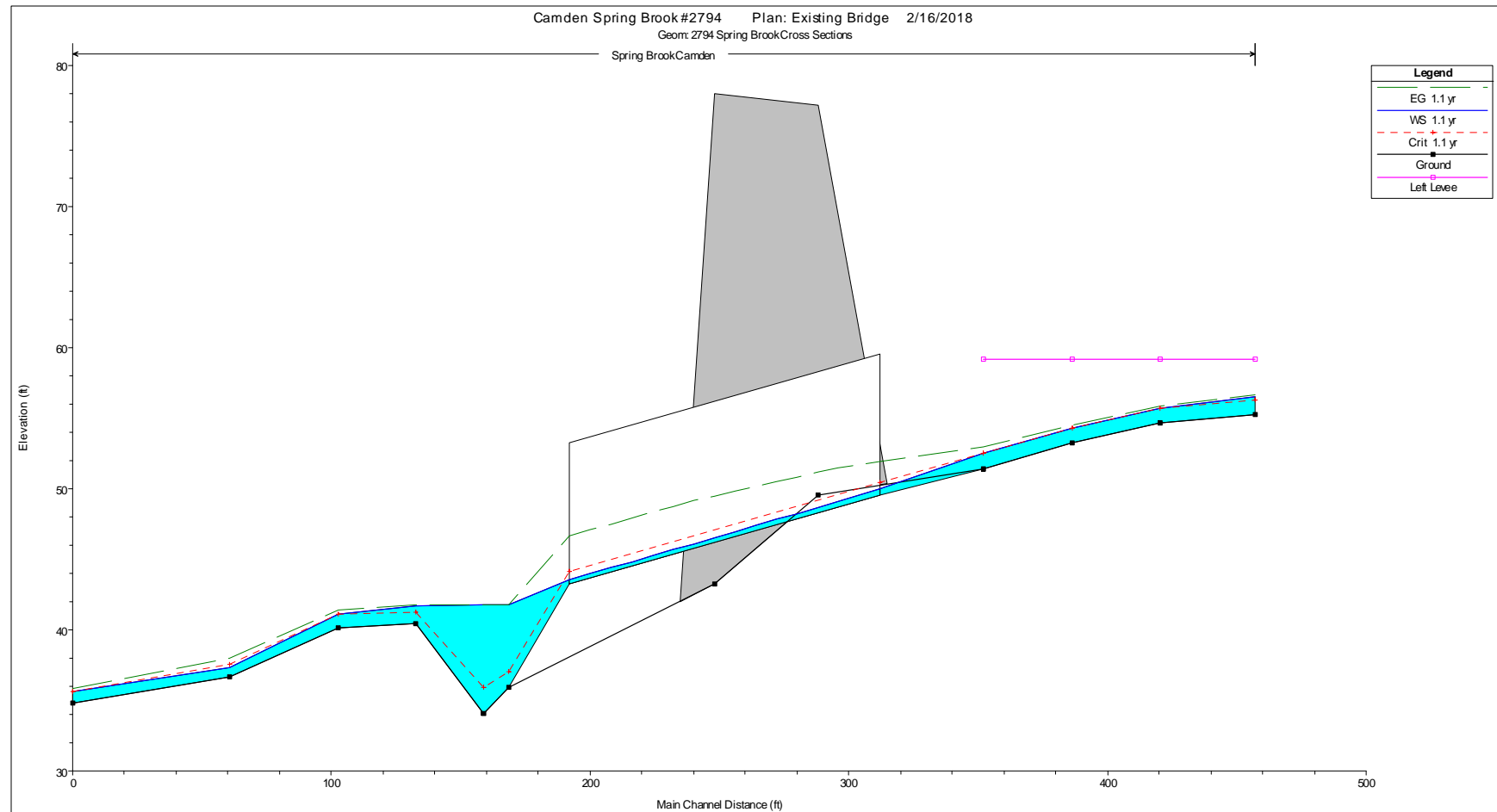
Q Culv Group (cfs)	393.80	Culv Full Len (ft)	
# Barrels	1	Culv Vel US (ft/s)	10.65
Q Barrel (cfs)	393.80	Culv Vel DS (ft/s)	23.25
E.G. US. (ft)	55.73	Culv Inv El Up (ft)	49.57
W.S. US. (ft)	55.43	Culv Inv El Dn (ft)	43.24
E.G. DS (ft)	43.41	Culv Frctn Ls (ft)	0.00
W.S. DS (ft)	43.32	Culv Exit Loss (ft)	9.84
Delta EG (ft)	12.33	Culv Entr Loss (ft)	0.88
Delta WS (ft)	12.11	Q Weir (cfs)	
E.G. IC (ft)	54.89	Weir Sta Lft (ft)	
E.G. OC (ft)	55.73	Weir Sta Rgt (ft)	
Culvert Control	Outlet	Weir Submerg	
Culv WS Inlet (ft)	53.09	Weir Max Depth (ft)	
Culv WS Outlet (ft)	44.85	Weir Avg Depth (ft)	
Culv Nml Depth (ft)	1.21	Weir Flow Area (sq ft)	
Culv Crt Depth (ft)	3.52	Min El Weir Flow (ft)	78.01

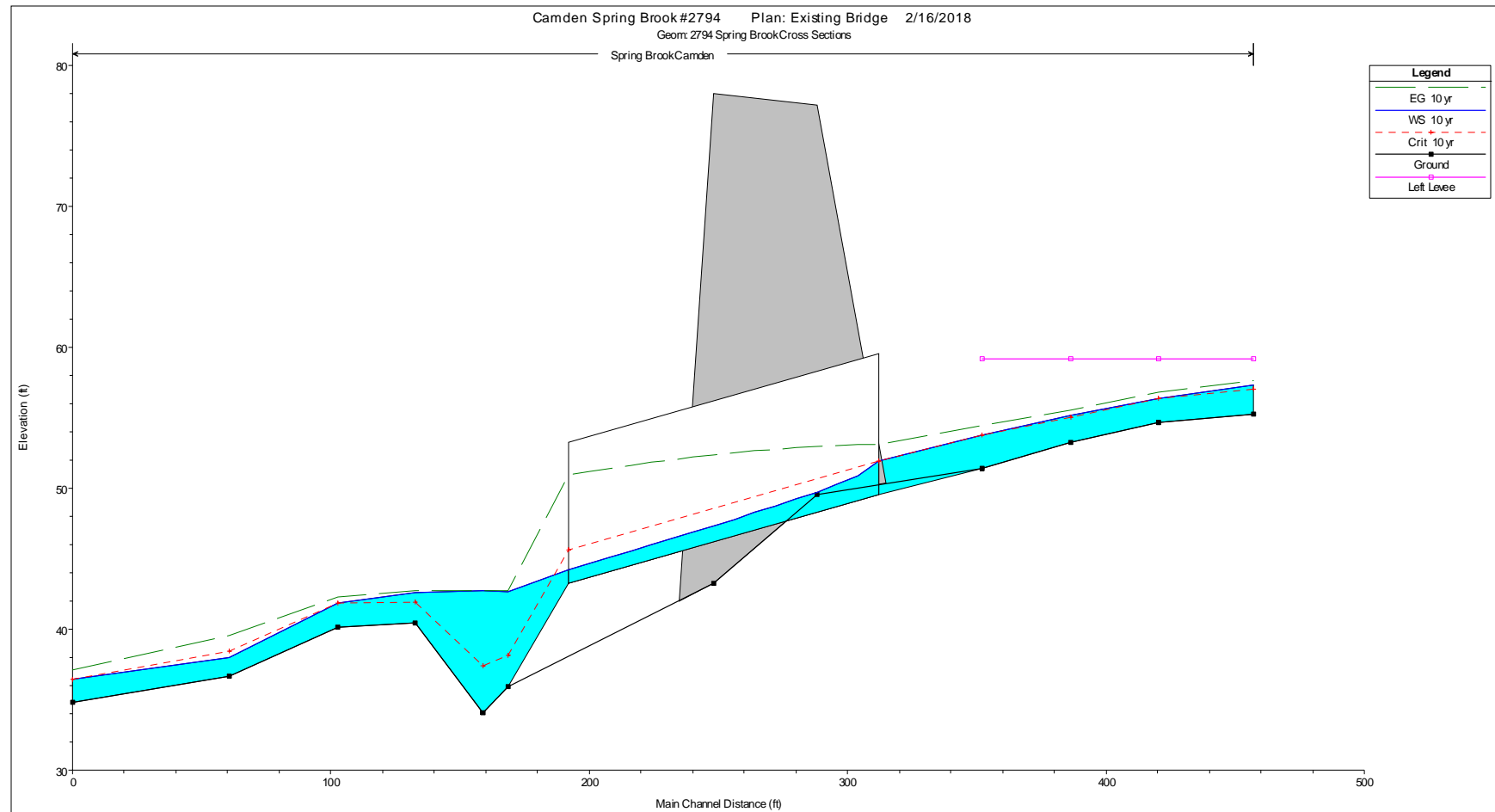
Plan: Existing Spring Brook Camden RS: 367 Culv Group: Culvert #1 Profile: 500 yr

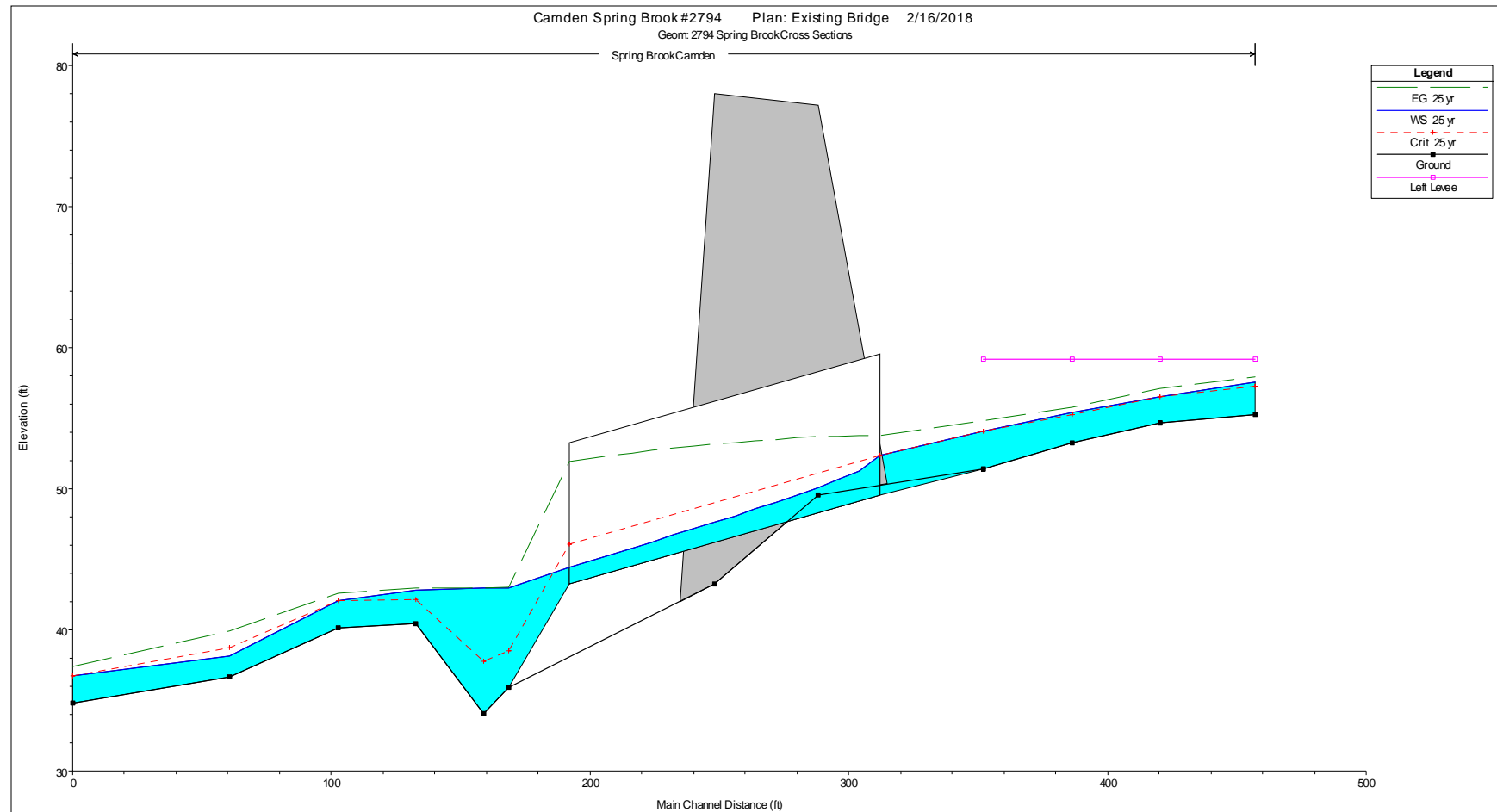
Q Culv Group (cfs)	538.90	Culv Full Len (ft)	
# Barrels	1	Culv Vel US (ft/s)	11.82
Q Barrel (cfs)	538.90	Culv Vel DS (ft/s)	24.52
E.G. US. (ft)	57.16	Culv Inv El Up (ft)	49.57
W.S. US. (ft)	56.96	Culv Inv El Dn (ft)	43.24
E.G. DS (ft)	43.87	Culv Frctn Ls (ft)	0.00
W.S. DS (ft)	43.74	Culv Exit Loss (ft)	10.81
Delta EG (ft)	13.30	Culv Entr Loss (ft)	1.09
Delta WS (ft)	13.23	Q Weir (cfs)	
E.G. IC (ft)	56.24	Weir Sta Lft (ft)	
E.G. OC (ft)	57.16	Weir Sta Rgt (ft)	
Culvert Control	Outlet	Weir Submerg	
Culv WS Inlet (ft)	53.91	Weir Max Depth (ft)	
Culv WS Outlet (ft)	45.33	Weir Avg Depth (ft)	
Culv Nml Depth (ft)	1.50	Weir Flow Area (sq ft)	
Culv Crt Depth (ft)	4.34	Min El Weir Flow (ft)	78.01

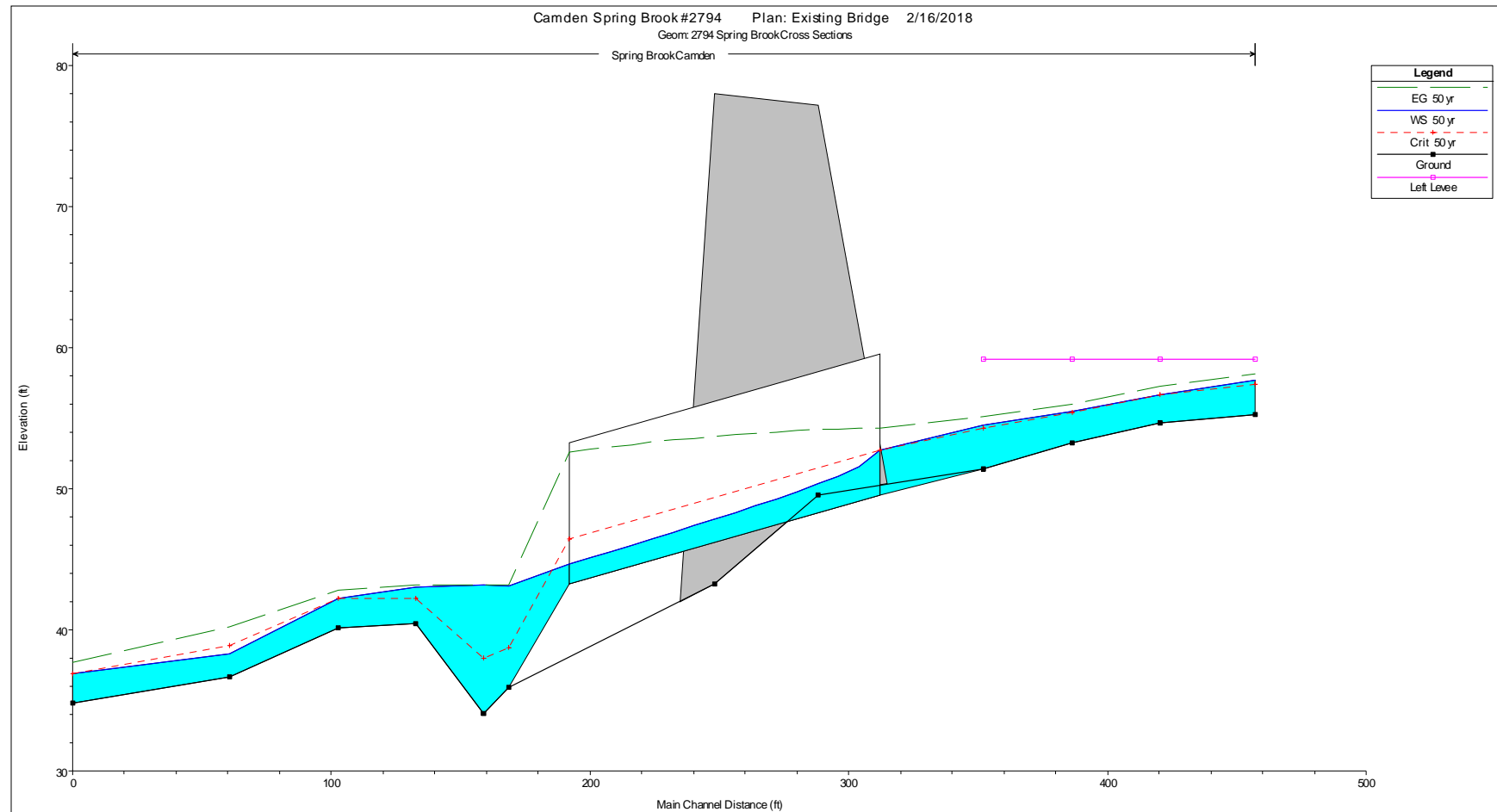
Plan: Existing Spring Brook Camden RS: 367 Culv Group: Culvert #1 Profile: Field Observed F

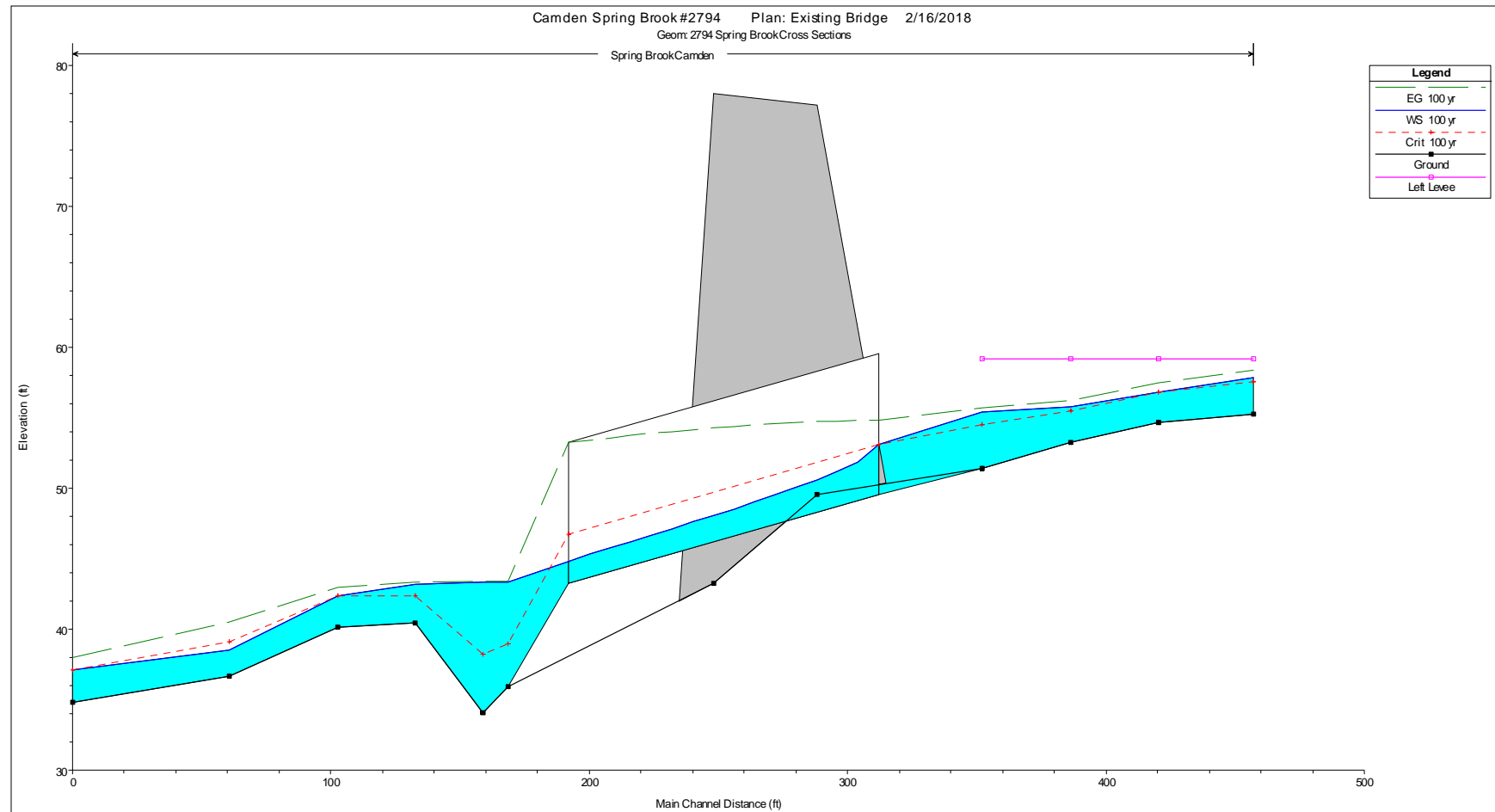
Q Culv Group (cfs)	600.00	Culv Full Len (ft)	
# Barrels	1	Culv Vel US (ft/s)	12.25
Q Barrel (cfs)	600.00	Culv Vel DS (ft/s)	24.97
E.G. US. (ft)	57.73	Culv Inv El Up (ft)	49.57
W.S. US. (ft)	57.55	Culv Inv El Dn (ft)	43.24
E.G. DS (ft)	44.04	Culv Frctn Ls (ft)	0.00
W.S. DS (ft)	43.89	Culv Exit Loss (ft)	11.17
Delta EG (ft)	13.69	Culv Entr Loss (ft)	1.17
Delta WS (ft)	13.65	Q Weir (cfs)	
E.G. IC (ft)	56.77	Weir Sta Lft (ft)	
E.G. OC (ft)	57.73	Weir Sta Rgt (ft)	
Culvert Control	Outlet	Weir Submerg	
Culv WS Inlet (ft)	54.23	Weir Max Depth (ft)	
Culv WS Outlet (ft)	45.53	Weir Avg Depth (ft)	
Culv Nml Depth (ft)	1.60	Weir Flow Area (sq ft)	
Culv Crt Depth (ft)	4.66	Min El Weir Flow (ft)	78.01

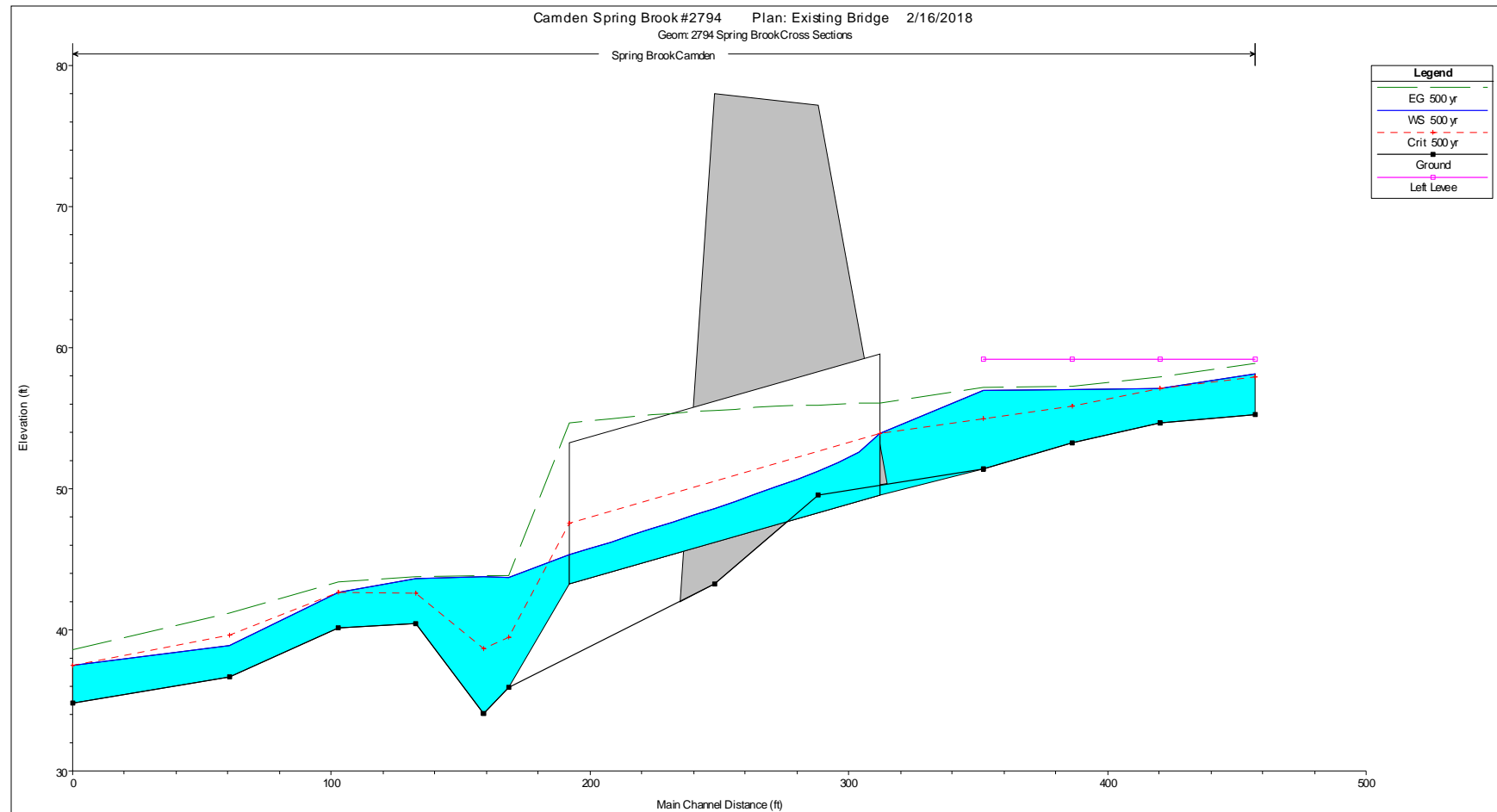


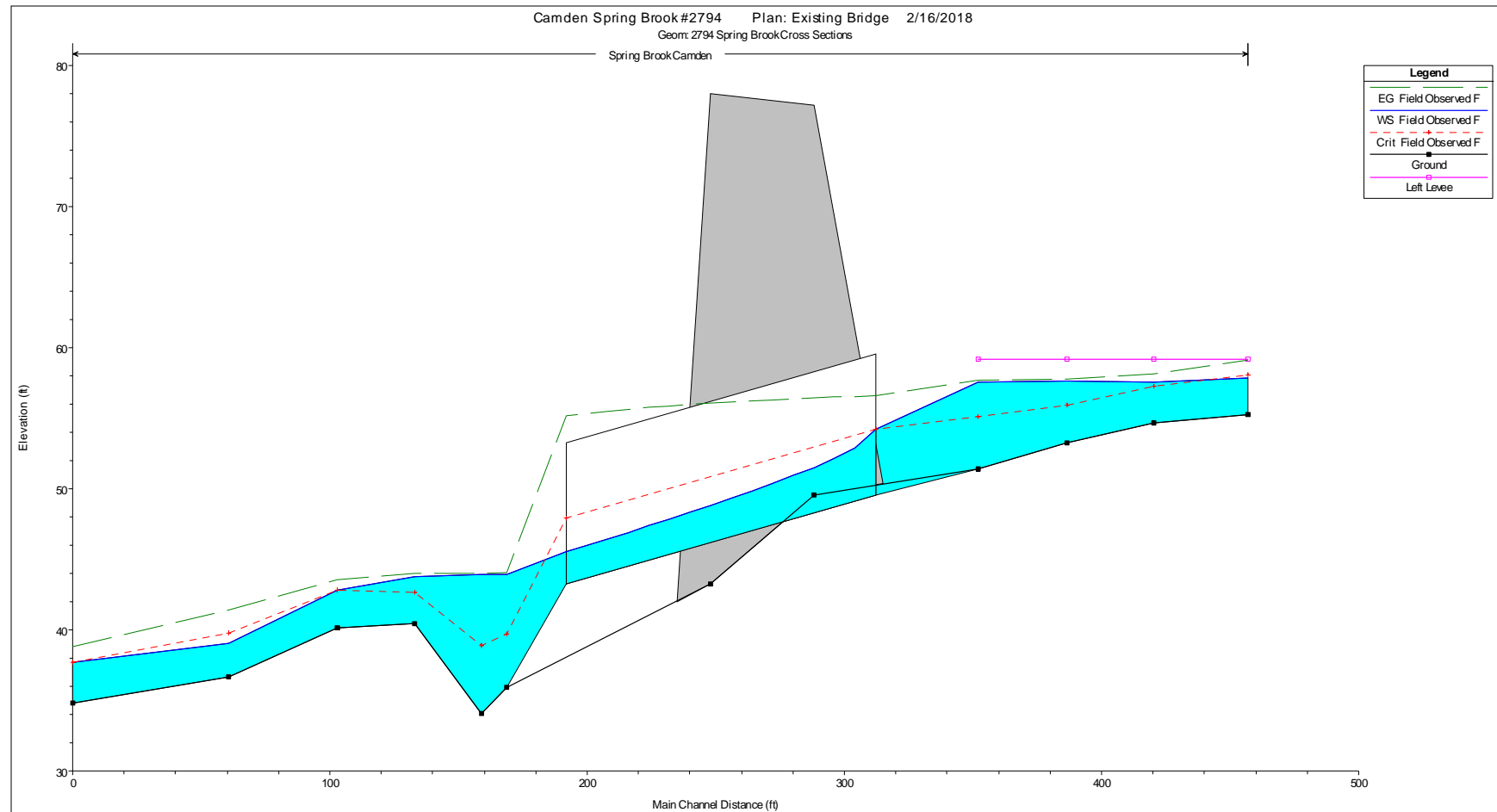












Plan: sloped Spring Brook Camden RS: 514 Profile: 1.1 yr

E.G. Elev (ft)	56.59	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.26	Wt. n-Val.		0.050	
W.S. Elev (ft)	56.33	Reach Len. (ft)	39.80	37.20	29.70
Crit W.S. (ft)	56.33	Flow Area (sq ft)		12.12	
E.G. Slope (ft/ft)	0.045046	Area (sq ft)		12.12	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	22.75	Top Width (ft)		22.75	
Vel Total (ft/s)	4.11	Avg. Vel. (ft/s)		4.11	
Max Chl Dpth (ft)	0.56	Hydr. Depth (ft)		0.53	
Conv. Total (cfs)	234.6	Conv. (cfs)		234.6	
Length Wtd. (ft)	37.20	Wetted Per. (ft)		23.04	
Min Ch El (ft)	55.77	Shear (lb/sq ft)		1.48	
Alpha	1.00	Stream Power (lb/ft s)	191.16	93.57	0.00
Frctn Loss (ft)		Cum Volume (acre-ft)		0.13	
C & E Loss (ft)		Cum SA (acres)		0.23	

Plan: sloped Spring Brook Camden RS: 514 Profile: 10 yr

E.G. Elev (ft)	57.87	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.77	Wt. n-Val.		0.050	
W.S. Elev (ft)	57.10	Reach Len. (ft)	39.80	37.20	29.70
Crit W.S. (ft)	57.21	Flow Area (sq ft)		30.83	
E.G. Slope (ft/ft)	0.045024	Area (sq ft)		30.83	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	25.46	Top Width (ft)		25.46	
Vel Total (ft/s)	7.03	Avg. Vel. (ft/s)		7.03	
Max Chl Dpth (ft)	1.33	Hydr. Depth (ft)		1.21	
Conv. Total (cfs)	1021.7	Conv. (cfs)		1021.7	
Length Wtd. (ft)	37.20	Wetted Per. (ft)		26.17	
Min Ch El (ft)	55.77	Shear (lb/sq ft)		3.31	
Alpha	1.00	Stream Power (lb/ft s)	191.16	93.57	0.00
Frctn Loss (ft)		Cum Volume (acre-ft)		0.34	
C & E Loss (ft)		Cum SA (acres)		0.29	

Plan: sloped Spring Brook Camden RS: 514 Profile: 25 yr

E.G. Elev (ft)	58.26	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.93	Wt. n-Val.		0.050	
W.S. Elev (ft)	57.33	Reach Len. (ft)	39.80	37.20	29.70
Crit W.S. (ft)	57.48	Flow Area (sq ft)		36.73	
E.G. Slope (ft/ft)	0.045033	Area (sq ft)		36.73	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	26.26	Top Width (ft)		26.26	
Vel Total (ft/s)	7.73	Avg. Vel. (ft/s)		7.73	
Max Chl Dpth (ft)	1.56	Hydr. Depth (ft)		1.40	
Conv. Total (cfs)	1337.4	Conv. (cfs)		1337.4	
Length Wtd. (ft)	37.20	Wetted Per. (ft)		27.09	
Min Ch El (ft)	55.77	Shear (lb/sq ft)		3.81	
Alpha	1.00	Stream Power (lb/ft s)	191.16	93.57	0.00
Frctn Loss (ft)		Cum Volume (acre-ft)		0.40	
C & E Loss (ft)		Cum SA (acres)		0.29	

Plan: sloped Spring Brook Camden RS: 514 Profile: 50 yr

E.G. Elev (ft)	58.54	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.04	Wt. n-Val.		0.050	
W.S. Elev (ft)	57.49	Reach Len. (ft)	39.80	37.20	29.70
Crit W.S. (ft)	57.67	Flow Area (sq ft)		41.08	
E.G. Slope (ft/ft)	0.045037	Area (sq ft)		41.08	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	26.84	Top Width (ft)		26.84	
Vel Total (ft/s)	8.19	Avg. Vel. (ft/s)		8.19	
Max Chl Dpth (ft)	1.72	Hydr. Depth (ft)		1.53	
Conv. Total (cfs)	1585.6	Conv. (cfs)		1585.6	
Length Wtd. (ft)	37.20	Wetted Per. (ft)		27.75	
Min Ch El (ft)	55.77	Shear (lb/sq ft)		4.16	
Alpha	1.00	Stream Power (lb/ft s)	191.16	93.57	0.00
Frctn Loss (ft)		Cum Volume (acre-ft)		0.45	
C & E Loss (ft)		Cum SA (acres)		0.30	

Plan: sloped Spring Brook Camden RS: 514 Profile: 100 yr

E.G. Elev (ft)	58.82	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.16	Wt. n-Val.		0.050	
W.S. Elev (ft)	57.66	Reach Len. (ft)	39.80	37.20	29.70
Crit W.S. (ft)	57.88	Flow Area (sq ft)		45.59	
E.G. Slope (ft/ft)	0.044994	Area (sq ft)		45.59	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	27.42	Top Width (ft)		27.42	
Vel Total (ft/s)	8.64	Avg. Vel. (ft/s)		8.64	
Max Chl Dpth (ft)	1.89	Hydr. Depth (ft)		1.66	
Conv. Total (cfs)	1856.5	Conv. (cfs)		1856.5	
Length Wtd. (ft)	37.20	Wetted Per. (ft)		28.42	
Min Ch El (ft)	55.77	Shear (lb/sq ft)		4.51	
Alpha	1.00	Stream Power (lb/ft s)	191.16	93.57	0.00
Frctn Loss (ft)		Cum Volume (acre-ft)		0.50	
C & E Loss (ft)		Cum SA (acres)		0.31	

Plan: sloped Spring Brook Camden RS: 514 Profile: 500 yr

E.G. Elev (ft)	59.45	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.38	Wt. n-Val.		0.050	
W.S. Elev (ft)	58.07	Reach Len. (ft)	39.80	37.20	29.70
Crit W.S. (ft)	58.51	Flow Area (sq ft)		57.20	
E.G. Slope (ft/ft)	0.045005	Area (sq ft)		57.20	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	30.17	Top Width (ft)		30.17	
Vel Total (ft/s)	9.42	Avg. Vel. (ft/s)		9.42	
Max Chl Dpth (ft)	2.30	Hydr. Depth (ft)		1.90	
Conv. Total (cfs)	2540.3	Conv. (cfs)		2540.3	
Length Wtd. (ft)	37.20	Wetted Per. (ft)		31.31	
Min Ch El (ft)	55.77	Shear (lb/sq ft)		5.13	
Alpha	1.00	Stream Power (lb/ft s)	191.16	93.57	0.00
Frctn Loss (ft)		Cum Volume (acre-ft)		0.63	0.00
C & E Loss (ft)		Cum SA (acres)		0.34	0.00

Plan: sloped Spring Brook Camden RS: 514 Profile: Field Observed F

E.G. Elev (ft)	59.52	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.07	Wt. n-Val.		0.050	0.080
W.S. Elev (ft)	58.45	Reach Len. (ft)	39.80	37.20	29.70
Crit W.S. (ft)	58.64	Flow Area (sq ft)		72.27	0.09
E.G. Slope (ft/ft)	0.045016	Area (sq ft)		72.27	0.09
Q Total (cfs)	600.00	Flow (cfs)		599.92	0.08
Top Width (ft)	47.47	Top Width (ft)		46.63	0.84
Vel Total (ft/s)	8.29	Avg. Vel. (ft/s)		8.30	0.86
Max Chl Dpth (ft)	2.68	Hydr. Depth (ft)		1.55	0.10
Conv. Total (cfs)	2827.9	Conv. (cfs)		2827.6	0.4
Length Wtd. (ft)	37.20	Wetted Per. (ft)		47.84	0.87
Min Ch El (ft)	55.77	Shear (lb/sq ft)		4.25	0.29
Alpha	1.00	Stream Power (lb/ft s)	191.16	93.57	0.00
Frctn Loss (ft)		Cum Volume (acre-ft)	0.00	0.69	0.00
C & E Loss (ft)		Cum SA (acres)	0.00	0.36	0.00

Plan: sloped Spring Brook Camden RS: 478 Profile: 1.1 yr

E.G. Elev (ft)	54.92	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.26	Wt. n-Val.		0.050	
W.S. Elev (ft)	54.66	Reach Len. (ft)	37.10	34.50	37.40
Crit W.S. (ft)	54.66	Flow Area (sq ft)		12.12	
E.G. Slope (ft/ft)	0.045046	Area (sq ft)		12.12	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	22.75	Top Width (ft)		22.75	
Vel Total (ft/s)	4.11	Avg. Vel. (ft/s)		4.11	
Max Chl Dpth (ft)	0.56	Hydr. Depth (ft)		0.53	
Conv. Total (cfs)	234.6	Conv. (cfs)		234.6	
Length Wtd. (ft)	34.50	Wetted Per. (ft)		23.04	
Min Ch El (ft)	54.10	Shear (lb/sq ft)		1.48	
Alpha	1.00	Stream Power (lb/ft s)	193.49	93.64	0.00
Frctn Loss (ft)	1.68	Cum Volume (acre-ft)		0.12	
C & E Loss (ft)	0.00	Cum SA (acres)		0.21	

Plan: sloped Spring Brook Camden RS: 478 Profile: 10 yr

E.G. Elev (ft)	56.20	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.77	Wt. n-Val.		0.050	
W.S. Elev (ft)	55.43	Reach Len. (ft)	37.10	34.50	37.40
Crit W.S. (ft)	55.54	Flow Area (sq ft)		30.85	
E.G. Slope (ft/ft)	0.044913	Area (sq ft)		30.85	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	25.47	Top Width (ft)		25.47	
Vel Total (ft/s)	7.03	Avg. Vel. (ft/s)		7.03	
Max Chl Dpth (ft)	1.33	Hydr. Depth (ft)		1.21	
Conv. Total (cfs)	1023.0	Conv. (cfs)		1023.0	
Length Wtd. (ft)	34.50	Wetted Per. (ft)		26.18	
Min Ch El (ft)	54.10	Shear (lb/sq ft)		3.30	
Alpha	1.00	Stream Power (lb/ft s)	193.49	93.64	0.00
Frctn Loss (ft)	1.67	Cum Volume (acre-ft)		0.31	
C & E Loss (ft)	0.00	Cum SA (acres)		0.27	

Plan: sloped Spring Brook Camden RS: 478 Profile: 25 yr

E.G. Elev (ft)	56.59	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.93	Wt. n-Val.		0.050	
W.S. Elev (ft)	55.66	Reach Len. (ft)	37.10	34.50	37.40
Crit W.S. (ft)	55.80	Flow Area (sq ft)		36.72	
E.G. Slope (ft/ft)	0.045099	Area (sq ft)		36.72	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	26.26	Top Width (ft)		26.26	
Vel Total (ft/s)	7.73	Avg. Vel. (ft/s)		7.73	
Max Chl Dpth (ft)	1.56	Hydr. Depth (ft)		1.40	
Conv. Total (cfs)	1336.4	Conv. (cfs)		1336.4	
Length Wtd. (ft)	34.50	Wetted Per. (ft)		27.09	
Min Ch El (ft)	54.10	Shear (lb/sq ft)		3.82	
Alpha	1.00	Stream Power (lb/ft s)	193.49	93.64	0.00
Frctn Loss (ft)	1.68	Cum Volume (acre-ft)		0.37	
C & E Loss (ft)	0.00	Cum SA (acres)		0.27	

Plan: sloped Spring Brook Camden RS: 478 Profile: 50 yr

E.G. Elev (ft)	56.87	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.04	Wt. n-Val.		0.050	
W.S. Elev (ft)	55.83	Reach Len. (ft)	37.10	34.50	37.40
Crit W.S. (ft)	56.00	Flow Area (sq ft)		41.11	
E.G. Slope (ft/ft)	0.044945	Area (sq ft)		41.11	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	26.84	Top Width (ft)		26.84	
Vel Total (ft/s)	8.19	Avg. Vel. (ft/s)		8.19	
Max Chl Dpth (ft)	1.73	Hydr. Depth (ft)		1.53	
Conv. Total (cfs)	1587.2	Conv. (cfs)		1587.2	
Length Wtd. (ft)	34.50	Wetted Per. (ft)		27.76	
Min Ch El (ft)	54.10	Shear (lb/sq ft)		4.16	
Alpha	1.00	Stream Power (lb/ft s)	193.49	93.64	0.00
Frctn Loss (ft)	1.67	Cum Volume (acre-ft)		0.42	
C & E Loss (ft)	0.00	Cum SA (acres)		0.28	

Plan: sloped Spring Brook Camden RS: 478 Profile: 100 yr

E.G. Elev (ft)	57.15	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.16	Wt. n-Val.		0.050	
W.S. Elev (ft)	55.99	Reach Len. (ft)	37.10	34.50	37.40
Crit W.S. (ft)	56.21	Flow Area (sq ft)		45.64	
E.G. Slope (ft/ft)	0.044846	Area (sq ft)		45.64	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	27.42	Top Width (ft)		27.42	
Vel Total (ft/s)	8.63	Avg. Vel. (ft/s)		8.63	
Max Chl Dpth (ft)	1.89	Hydr. Depth (ft)		1.66	
Conv. Total (cfs)	1859.6	Conv. (cfs)		1859.6	
Length Wtd. (ft)	34.50	Wetted Per. (ft)		28.43	
Min Ch El (ft)	54.10	Shear (lb/sq ft)		4.49	
Alpha	1.00	Stream Power (lb/ft s)	193.49	93.64	0.00
Frctn Loss (ft)	1.67	Cum Volume (acre-ft)		0.46	
C & E Loss (ft)	0.00	Cum SA (acres)		0.28	

Plan: sloped Spring Brook Camden RS: 478 Profile: 500 yr

E.G. Elev (ft)	57.77	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.38	Wt. n-Val.		0.050	
W.S. Elev (ft)	56.40	Reach Len. (ft)	37.10	34.50	37.40
Crit W.S. (ft)	56.70	Flow Area (sq ft)		57.26	
E.G. Slope (ft/ft)	0.044882	Area (sq ft)		57.26	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	30.19	Top Width (ft)		30.19	
Vel Total (ft/s)	9.41	Avg. Vel. (ft/s)		9.41	
Max Chl Dpth (ft)	2.30	Hydr. Depth (ft)		1.90	
Conv. Total (cfs)	2543.7	Conv. (cfs)		2543.7	
Length Wtd. (ft)	34.50	Wetted Per. (ft)		31.32	
Min Ch El (ft)	54.10	Shear (lb/sq ft)		5.12	
Alpha	1.00	Stream Power (lb/ft s)	193.49	93.64	0.00
Frctn Loss (ft)	1.67	Cum Volume (acre-ft)		0.58	0.00
C & E Loss (ft)	0.00	Cum SA (acres)		0.32	0.00

Plan: sloped Spring Brook Camden RS: 478 Profile: Field Observed F

E.G. Elev (ft)	57.96	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.28	Wt. n-Val.	0.080	0.050	
W.S. Elev (ft)	56.68	Reach Len. (ft)	37.10	34.50	37.40
Crit W.S. (ft)	56.89	Flow Area (sq ft)	0.18	65.94	
E.G. Slope (ft/ft)	0.038151	Area (sq ft)	0.18	65.94	
Q Total (cfs)	600.00	Flow (cfs)	0.14	599.86	
Top Width (ft)	34.11	Top Width (ft)	1.70	32.41	
Vel Total (ft/s)	9.07	Avg. Vel. (ft/s)	0.76	9.10	
Max Chl Dpth (ft)	2.58	Hydr. Depth (ft)	0.11	2.03	
Conv. Total (cfs)	3071.8	Conv. (cfs)	0.7	3071.1	
Length Wtd. (ft)	34.50	Wetted Per. (ft)	1.93	33.61	
Min Ch El (ft)	54.10	Shear (lb/sq ft)	0.23	4.67	
Alpha	1.00	Stream Power (lb/ft s)	193.49	93.64	0.00
Frctn Loss (ft)	1.54	Cum Volume (acre-ft)	0.00	0.64	0.00
C & E Loss (ft)	0.02	Cum SA (acres)	0.00	0.33	0.00

Plan: sloped Spring Brook Camden RS: 444 Profile: 1.1 yr

E.G. Elev (ft)	53.40	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.17	Wt. n-Val.		0.050	
W.S. Elev (ft)	53.23	Reach Len. (ft)	59.70	48.70	48.50
Crit W.S. (ft)	53.10	Flow Area (sq ft)		14.99	
E.G. Slope (ft/ft)	0.022833	Area (sq ft)		14.99	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	23.19	Top Width (ft)		23.19	
Vel Total (ft/s)	3.32	Avg. Vel. (ft/s)		3.32	
Max Chl Dpth (ft)	0.68	Hydr. Depth (ft)		0.65	
Conv. Total (cfs)	329.6	Conv. (cfs)		329.6	
Length Wtd. (ft)	48.70	Wetted Per. (ft)		23.55	
Min Ch El (ft)	52.55	Shear (lb/sq ft)		0.91	
Alpha	1.00	Stream Power (lb/ft s)	227.52	114.03	0.00
Frctn Loss (ft)	1.54	Cum Volume (acre-ft)		0.11	
C & E Loss (ft)	0.01	Cum SA (acres)		0.20	

Plan: sloped Spring Brook Camden RS: 444 Profile: 10 yr

E.G. Elev (ft)	54.65	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.77	Wt. n-Val.		0.050	
W.S. Elev (ft)	53.88	Reach Len. (ft)	59.70	48.70	48.50
Crit W.S. (ft)	53.99	Flow Area (sq ft)		30.85	
E.G. Slope (ft/ft)	0.044913	Area (sq ft)		30.85	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	25.47	Top Width (ft)		25.47	
Vel Total (ft/s)	7.03	Avg. Vel. (ft/s)		7.03	
Max Chl Dpth (ft)	1.33	Hydr. Depth (ft)		1.21	
Conv. Total (cfs)	1023.0	Conv. (cfs)		1023.0	
Length Wtd. (ft)	48.70	Wetted Per. (ft)		26.18	
Min Ch El (ft)	52.55	Shear (lb/sq ft)		3.30	
Alpha	1.00	Stream Power (lb/ft s)	227.52	114.03	0.00
Frctn Loss (ft)	1.55	Cum Volume (acre-ft)		0.29	
C & E Loss (ft)	0.00	Cum SA (acres)		0.24	

Plan: sloped Spring Brook Camden RS: 444 Profile: 25 yr

E.G. Elev (ft)	55.04	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.93	Wt. n-Val.		0.050	
W.S. Elev (ft)	54.11	Reach Len. (ft)	59.70	48.70	48.50
Crit W.S. (ft)	54.26	Flow Area (sq ft)		36.72	
E.G. Slope (ft/ft)	0.045099	Area (sq ft)		36.72	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	26.26	Top Width (ft)		26.26	
Vel Total (ft/s)	7.73	Avg. Vel. (ft/s)		7.73	
Max Chl Dpth (ft)	1.56	Hydr. Depth (ft)		1.40	
Conv. Total (cfs)	1336.4	Conv. (cfs)		1336.4	
Length Wtd. (ft)	48.70	Wetted Per. (ft)		27.09	
Min Ch El (ft)	52.55	Shear (lb/sq ft)		3.82	
Alpha	1.00	Stream Power (lb/ft s)	227.52	114.03	0.00
Frctn Loss (ft)	1.56	Cum Volume (acre-ft)		0.34	
C & E Loss (ft)	0.00	Cum SA (acres)		0.25	

Plan: sloped Spring Brook Camden RS: 444 Profile: 50 yr

E.G. Elev (ft)	55.32	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.04	Wt. n-Val.		0.050	
W.S. Elev (ft)	54.28	Reach Len. (ft)	59.70	48.70	48.50
Crit W.S. (ft)	54.45	Flow Area (sq ft)		41.11	
E.G. Slope (ft/ft)	0.044945	Area (sq ft)		41.11	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	26.84	Top Width (ft)		26.84	
Vel Total (ft/s)	8.19	Avg. Vel. (ft/s)		8.19	
Max Chl Dpth (ft)	1.73	Hydr. Depth (ft)		1.53	
Conv. Total (cfs)	1587.2	Conv. (cfs)		1587.2	
Length Wtd. (ft)	48.70	Wetted Per. (ft)		27.76	
Min Ch El (ft)	52.55	Shear (lb/sq ft)		4.16	
Alpha	1.00	Stream Power (lb/ft s)	227.52	114.03	0.00
Frctn Loss (ft)	1.55	Cum Volume (acre-ft)		0.38	
C & E Loss (ft)	0.00	Cum SA (acres)		0.26	

Plan: sloped Spring Brook Camden RS: 444 Profile: 100 yr

E.G. Elev (ft)	55.60	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.16	Wt. n-Val.		0.050	
W.S. Elev (ft)	54.44	Reach Len. (ft)	59.70	48.70	48.50
Crit W.S. (ft)	54.66	Flow Area (sq ft)		45.65	
E.G. Slope (ft/ft)	0.044823	Area (sq ft)		45.65	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	27.43	Top Width (ft)		27.43	
Vel Total (ft/s)	8.63	Avg. Vel. (ft/s)		8.63	
Max Chl Dpth (ft)	1.89	Hydr. Depth (ft)		1.66	
Conv. Total (cfs)	1860.0	Conv. (cfs)		1860.0	
Length Wtd. (ft)	48.70	Wetted Per. (ft)		28.43	
Min Ch El (ft)	52.55	Shear (lb/sq ft)		4.49	
Alpha	1.00	Stream Power (lb/ft s)	227.52	114.03	0.00
Frctn Loss (ft)	1.55	Cum Volume (acre-ft)		0.43	
C & E Loss (ft)	0.00	Cum SA (acres)		0.26	

Plan: sloped Spring Brook Camden RS: 444 Profile: 500 yr

E.G. Elev (ft)	56.22	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.38	Wt. n-Val.		0.050	
W.S. Elev (ft)	54.85	Reach Len. (ft)	59.70	48.70	48.50
Crit W.S. (ft)	55.14	Flow Area (sq ft)		57.26	
E.G. Slope (ft/ft)	0.044882	Area (sq ft)		57.26	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	30.19	Top Width (ft)		30.19	
Vel Total (ft/s)	9.41	Avg. Vel. (ft/s)		9.41	
Max Chl Dpth (ft)	2.30	Hydr. Depth (ft)		1.90	
Conv. Total (cfs)	2543.7	Conv. (cfs)		2543.7	
Length Wtd. (ft)	48.70	Wetted Per. (ft)		31.32	
Min Ch El (ft)	52.55	Shear (lb/sq ft)		5.12	
Alpha	1.00	Stream Power (lb/ft s)	227.52	114.03	0.00
Frctn Loss (ft)	1.55	Cum Volume (acre-ft)		0.54	0.00
C & E Loss (ft)	0.00	Cum SA (acres)		0.29	0.00

Plan: sloped Spring Brook Camden RS: 444 Profile: Field Observed F

E.G. Elev (ft)	56.48	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.52	Wt. n-Val.		0.050	
W.S. Elev (ft)	54.96	Reach Len. (ft)	59.70	48.70	48.50
Crit W.S. (ft)	55.33	Flow Area (sq ft)		60.73	
E.G. Slope (ft/ft)	0.047555	Area (sq ft)		60.73	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	31.09	Top Width (ft)		31.09	
Vel Total (ft/s)	9.88	Avg. Vel. (ft/s)		9.88	
Max Chl Dpth (ft)	2.41	Hydr. Depth (ft)		1.95	
Conv. Total (cfs)	2751.4	Conv. (cfs)		2751.4	
Length Wtd. (ft)	48.70	Wetted Per. (ft)		32.26	
Min Ch El (ft)	52.55	Shear (lb/sq ft)		5.59	
Alpha	1.00	Stream Power (lb/ft s)	227.52	114.03	0.00
Frctn Loss (ft)	1.47	Cum Volume (acre-ft)	0.00	0.59	0.00
C & E Loss (ft)	0.02	Cum SA (acres)	0.00	0.30	0.00

Plan: sloped Spring Brook Camden RS: 410 Profile: 1.1 yr

E.G. Elev (ft)	51.85	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.27	Wt. n-Val.		0.050	
W.S. Elev (ft)	51.58	Reach Len. (ft)	35.00	15.00	15.00
Crit W.S. (ft)	51.58	Flow Area (sq ft)		12.01	
E.G. Slope (ft/ft)	0.046349	Area (sq ft)		12.01	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	22.73	Top Width (ft)		22.73	
Vel Total (ft/s)	4.15	Avg. Vel. (ft/s)		4.15	
Max Chl Dpth (ft)	0.55	Hydr. Depth (ft)		0.53	
Conv. Total (cfs)	231.3	Conv. (cfs)		231.3	
Length Wtd. (ft)	15.00	Wetted Per. (ft)		23.02	
Min Ch El (ft)	51.03	Shear (lb/sq ft)		1.51	
Alpha	1.00	Stream Power (lb/ft s)	319.61	132.30	0.00
Frctn Loss (ft)	0.23	Cum Volume (acre-ft)		0.09	
C & E Loss (ft)	0.05	Cum SA (acres)		0.17	

Plan: sloped Spring Brook Camden RS: 410 Profile: 10 yr

E.G. Elev (ft)	53.12	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.65	Wt. n-Val.		0.050	
W.S. Elev (ft)	52.47	Reach Len. (ft)	35.00	15.00	15.00
Crit W.S. (ft)	52.47	Flow Area (sq ft)		33.51	
E.G. Slope (ft/ft)	0.034814	Area (sq ft)		33.51	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	25.83	Top Width (ft)		25.83	
Vel Total (ft/s)	6.47	Avg. Vel. (ft/s)		6.47	
Max Chl Dpth (ft)	1.44	Hydr. Depth (ft)		1.30	
Conv. Total (cfs)	1161.9	Conv. (cfs)		1161.9	
Length Wtd. (ft)	15.00	Wetted Per. (ft)		26.59	
Min Ch El (ft)	51.03	Shear (lb/sq ft)		2.74	
Alpha	1.00	Stream Power (lb/ft s)	319.61	132.30	0.00
Frctn Loss (ft)	0.27	Cum Volume (acre-ft)		0.25	
C & E Loss (ft)	0.10	Cum SA (acres)		0.22	

Plan: sloped Spring Brook Camden RS: 410 Profile: 25 yr

E.G. Elev (ft)	53.50	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.76	Wt. n-Val.		0.050	
W.S. Elev (ft)	52.74	Reach Len. (ft)	35.00	15.00	15.00
Crit W.S. (ft)	52.74	Flow Area (sq ft)		40.60	
E.G. Slope (ft/ft)	0.033191	Area (sq ft)		40.60	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	26.77	Top Width (ft)		26.77	
Vel Total (ft/s)	6.99	Avg. Vel. (ft/s)		6.99	
Max Chl Dpth (ft)	1.71	Hydr. Depth (ft)		1.52	
Conv. Total (cfs)	1557.8	Conv. (cfs)		1557.8	
Length Wtd. (ft)	15.00	Wetted Per. (ft)		27.68	
Min Ch El (ft)	51.03	Shear (lb/sq ft)		3.04	
Alpha	1.00	Stream Power (lb/ft s)	319.61	132.30	0.00
Frctn Loss (ft)	0.27	Cum Volume (acre-ft)		0.30	
C & E Loss (ft)	0.12	Cum SA (acres)		0.22	

Plan: sloped Spring Brook Camden RS: 410 Profile: 50 yr

E.G. Elev (ft)	53.77	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.84	Wt. n-Val.		0.050	
W.S. Elev (ft)	52.93	Reach Len. (ft)	35.00	15.00	15.00
Crit W.S. (ft)	52.93	Flow Area (sq ft)		45.76	
E.G. Slope (ft/ft)	0.032481	Area (sq ft)		45.76	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	27.44	Top Width (ft)		27.44	
Vel Total (ft/s)	7.35	Avg. Vel. (ft/s)		7.35	
Max Chl Dpth (ft)	1.90	Hydr. Depth (ft)		1.67	
Conv. Total (cfs)	1867.1	Conv. (cfs)		1867.1	
Length Wtd. (ft)	15.00	Wetted Per. (ft)		28.45	
Min Ch El (ft)	51.03	Shear (lb/sq ft)		3.26	
Alpha	1.00	Stream Power (lb/ft s)	319.61	132.30	0.00
Frctn Loss (ft)	0.28	Cum Volume (acre-ft)		0.33	
C & E Loss (ft)	0.13	Cum SA (acres)		0.23	

Plan: sloped Spring Brook Camden RS: 410 Profile: 100 yr

E.G. Elev (ft)	54.04	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.90	Wt. n-Val.		0.050	
W.S. Elev (ft)	53.14	Reach Len. (ft)	35.00	15.00	15.00
Crit W.S. (ft)	53.14	Flow Area (sq ft)		51.77	
E.G. Slope (ft/ft)	0.031349	Area (sq ft)		51.77	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	28.70	Top Width (ft)		28.70	
Vel Total (ft/s)	7.61	Avg. Vel. (ft/s)		7.61	
Max Chl Dpth (ft)	2.11	Hydr. Depth (ft)		1.80	
Conv. Total (cfs)	2224.1	Conv. (cfs)		2224.1	
Length Wtd. (ft)	15.00	Wetted Per. (ft)		29.79	
Min Ch El (ft)	51.03	Shear (lb/sq ft)		3.40	
Alpha	1.00	Stream Power (lb/ft s)	319.61	132.30	0.00
Frctn Loss (ft)	0.28	Cum Volume (acre-ft)		0.37	
C & E Loss (ft)	0.14	Cum SA (acres)		0.23	

Plan: sloped Spring Brook Camden RS: 410 Profile: 500 yr

E.G. Elev (ft)	54.65	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.95	Wt. n-Val.		0.050	
W.S. Elev (ft)	53.69	Reach Len. (ft)	35.00	15.00	15.00
Crit W.S. (ft)	53.62	Flow Area (sq ft)		68.80	
E.G. Slope (ft/ft)	0.027500	Area (sq ft)		68.80	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	33.11	Top Width (ft)		33.11	
Vel Total (ft/s)	7.83	Avg. Vel. (ft/s)		7.83	
Max Chl Dpth (ft)	2.66	Hydr. Depth (ft)		2.08	
Conv. Total (cfs)	3249.7	Conv. (cfs)		3249.7	
Length Wtd. (ft)	15.00	Wetted Per. (ft)		34.33	
Min Ch El (ft)	51.03	Shear (lb/sq ft)		3.44	
Alpha	1.00	Stream Power (lb/ft s)	319.61	132.30	0.00
Frctn Loss (ft)	0.27	Cum Volume (acre-ft)		0.47	0.00
C & E Loss (ft)	0.15	Cum SA (acres)		0.26	0.00

Plan: sloped Spring Brook Camden RS: 410 Profile: Field Observed F

E.G. Elev (ft)	54.87	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.04	Wt. n-Val.		0.050	
W.S. Elev (ft)	53.83	Reach Len. (ft)	35.00	15.00	15.00
Crit W.S. (ft)	53.80	Flow Area (sq ft)		73.47	
E.G. Slope (ft/ft)	0.028604	Area (sq ft)		73.47	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	34.22	Top Width (ft)		34.22	
Vel Total (ft/s)	8.17	Avg. Vel. (ft/s)		8.17	
Max Chl Dpth (ft)	2.80	Hydr. Depth (ft)		2.15	
Conv. Total (cfs)	3547.6	Conv. (cfs)		3547.6	
Length Wtd. (ft)	15.00	Wetted Per. (ft)		35.48	
Min Ch El (ft)	51.03	Shear (lb/sq ft)		3.70	
Alpha	1.00	Stream Power (lb/ft s)	319.61	132.30	0.00
Frctn Loss (ft)	0.27	Cum Volume (acre-ft)		0.51	0.00
C & E Loss (ft)	0.17	Cum SA (acres)		0.27	0.00

Plan: sloped Spring Brook Camden RS: 395 Profile: 1.1 yr

E.G. Elev (ft)	51.39	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.09	Wt. n-Val.		0.050	
W.S. Elev (ft)	51.30	Reach Len. (ft)	15.00	15.00	15.00
Crit W.S. (ft)	50.91	Flow Area (sq ft)		21.18	
E.G. Slope (ft/ft)	0.007643	Area (sq ft)		21.18	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	24.10	Top Width (ft)		24.10	
Vel Total (ft/s)	2.35	Avg. Vel. (ft/s)		2.35	
Max Chl Dpth (ft)	0.94	Hydr. Depth (ft)		0.88	
Conv. Total (cfs)	569.6	Conv. (cfs)		569.6	
Length Wtd. (ft)	15.00	Wetted Per. (ft)		24.60	
Min Ch El (ft)	50.36	Shear (lb/sq ft)		0.41	
Alpha	1.00	Stream Power (lb/ft s)	319.61	0.00	0.00
Frctn Loss (ft)	0.23	Cum Volume (acre-ft)		0.08	
C & E Loss (ft)	0.02	Cum SA (acres)		0.16	

Plan: sloped Spring Brook Camden RS: 395 Profile: 10 yr

E.G. Elev (ft)	52.69	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.30	Wt. n-Val.		0.050	
W.S. Elev (ft)	52.39	Reach Len. (ft)	15.00	15.00	15.00
Crit W.S. (ft)	51.80	Flow Area (sq ft)		49.31	
E.G. Slope (ft/ft)	0.010820	Area (sq ft)		49.31	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	28.00	Top Width (ft)		28.00	
Vel Total (ft/s)	4.40	Avg. Vel. (ft/s)		4.40	
Max Chl Dpth (ft)	2.03	Hydr. Depth (ft)		1.76	
Conv. Total (cfs)	2084.3	Conv. (cfs)		2084.3	
Length Wtd. (ft)	15.00	Wetted Per. (ft)		29.07	
Min Ch El (ft)	50.36	Shear (lb/sq ft)		1.15	
Alpha	1.00	Stream Power (lb/ft s)	319.61	0.00	0.00
Frctn Loss (ft)	0.27	Cum Volume (acre-ft)		0.23	
C & E Loss (ft)	0.03	Cum SA (acres)		0.21	

Plan: sloped Spring Brook Camden RS: 395 Profile: 25 yr

E.G. Elev (ft)	53.07	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.36	Wt. n-Val.		0.050	
W.S. Elev (ft)	52.71	Reach Len. (ft)	15.00	15.00	15.00
Crit W.S. (ft)	52.07	Flow Area (sq ft)		58.92	
E.G. Slope (ft/ft)	0.011531	Area (sq ft)		58.92	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	30.63	Top Width (ft)		30.63	
Vel Total (ft/s)	4.82	Avg. Vel. (ft/s)		4.82	
Max Chl Dpth (ft)	2.35	Hydr. Depth (ft)		1.92	
Conv. Total (cfs)	2642.9	Conv. (cfs)		2642.9	
Length Wtd. (ft)	15.00	Wetted Per. (ft)		31.78	
Min Ch El (ft)	50.36	Shear (lb/sq ft)		1.33	
Alpha	1.00	Stream Power (lb/ft s)	319.61	0.00	0.00
Frctn Loss (ft)	0.28	Cum Volume (acre-ft)		0.28	
C & E Loss (ft)	0.04	Cum SA (acres)		0.21	

Plan: sloped Spring Brook Camden RS: 395 Profile: 50 yr

E.G. Elev (ft)	53.34	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.40	Wt. n-Val.		0.050	
W.S. Elev (ft)	52.94	Reach Len. (ft)	15.00	15.00	15.00
Crit W.S. (ft)	52.26	Flow Area (sq ft)		66.06	
E.G. Slope (ft/ft)	0.011948	Area (sq ft)		66.06	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	32.44	Top Width (ft)		32.44	
Vel Total (ft/s)	5.09	Avg. Vel. (ft/s)		5.09	
Max Chl Dpth (ft)	2.58	Hydr. Depth (ft)		2.04	
Conv. Total (cfs)	3078.5	Conv. (cfs)		3078.5	
Length Wtd. (ft)	15.00	Wetted Per. (ft)		33.64	
Min Ch El (ft)	50.36	Shear (lb/sq ft)		1.46	
Alpha	1.00	Stream Power (lb/ft s)	319.61	0.00	0.00
Frctn Loss (ft)	0.28	Cum Volume (acre-ft)		0.31	
C & E Loss (ft)	0.04	Cum SA (acres)		0.21	

Plan: sloped Spring Brook Camden RS: 395 Profile: 100 yr

E.G. Elev (ft)	53.61	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.45	Wt. n-Val.		0.050	
W.S. Elev (ft)	53.16	Reach Len. (ft)	15.00	15.00	15.00
Crit W.S. (ft)	52.47	Flow Area (sq ft)		73.45	
E.G. Slope (ft/ft)	0.012331	Area (sq ft)		73.45	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	34.21	Top Width (ft)		34.21	
Vel Total (ft/s)	5.36	Avg. Vel. (ft/s)		5.36	
Max Chl Dpth (ft)	2.80	Hydr. Depth (ft)		2.15	
Conv. Total (cfs)	3546.3	Conv. (cfs)		3546.3	
Length Wtd. (ft)	15.00	Wetted Per. (ft)		35.47	
Min Ch El (ft)	50.36	Shear (lb/sq ft)		1.59	
Alpha	1.00	Stream Power (lb/ft s)	319.61	0.00	0.00
Frctn Loss (ft)	0.29	Cum Volume (acre-ft)		0.35	
C & E Loss (ft)	0.04	Cum SA (acres)		0.22	

Plan: sloped Spring Brook Camden RS: 395 Profile: 500 yr

E.G. Elev (ft)	54.23	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.45	Wt. n-Val.		0.050	0.080
W.S. Elev (ft)	53.77	Reach Len. (ft)	15.00	15.00	15.00
Crit W.S. (ft)	52.95	Flow Area (sq ft)		99.63	0.34
E.G. Slope (ft/ft)	0.012784	Area (sq ft)		99.63	0.34
Q Total (cfs)	538.90	Flow (cfs)		538.66	0.24
Top Width (ft)	49.10	Top Width (ft)		47.45	1.65
Vel Total (ft/s)	5.39	Avg. Vel. (ft/s)		5.41	0.72
Max Chl Dpth (ft)	3.41	Hydr. Depth (ft)		2.10	0.21
Conv. Total (cfs)	4766.2	Conv. (cfs)		4764.0	2.2
Length Wtd. (ft)	15.00	Wetted Per. (ft)		48.81	1.70
Min Ch El (ft)	50.36	Shear (lb/sq ft)		1.63	0.16
Alpha	1.01	Stream Power (lb/ft s)	319.61	0.00	0.00
Frctn Loss (ft)	0.29	Cum Volume (acre-ft)		0.44	0.00
C & E Loss (ft)	0.06	Cum SA (acres)		0.25	0.00

Plan: sloped Spring Brook Camden RS: 395 Profile: Field Observed F

E.G. Elev (ft)	54.43	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.47	Wt. n-Val.	0.080	0.050	0.080
W.S. Elev (ft)	53.96	Reach Len. (ft)	15.00	15.00	15.00
Crit W.S. (ft)	53.13	Flow Area (sq ft)	0.20	108.75	0.73
E.G. Slope (ft/ft)	0.012071	Area (sq ft)	0.21	108.75	0.73
Q Total (cfs)	600.00	Flow (cfs)	0.06	599.28	0.65
Top Width (ft)	54.30	Top Width (ft)	3.67	48.22	2.41
Vel Total (ft/s)	5.47	Avg. Vel. (ft/s)	0.32	5.51	0.90
Max Chl Dpth (ft)	3.60	Hydr. Depth (ft)	0.06	2.26	0.30
Conv. Total (cfs)	5461.1	Conv. (cfs)	0.6	5454.6	6.0
Length Wtd. (ft)	15.00	Wetted Per. (ft)	3.15	49.60	2.49
Min Ch El (ft)	50.36	Shear (lb/sq ft)	0.05	1.65	0.22
Alpha	1.01	Stream Power (lb/ft s)	319.61	0.00	0.00
Frctn Loss (ft)	0.27	Cum Volume (acre-ft)	0.00	0.48	0.00
C & E Loss (ft)	0.06	Cum SA (acres)	0.00	0.25	0.00

Plan: sloped Spring Brook Camden RS: 357 Profile: 1.1 yr

E.G. Elev (ft)	51.14	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.29	Wt. n-Val.		0.050	
W.S. Elev (ft)	50.85	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	50.85	Flow Area (sq ft)		11.57	
E.G. Slope (ft/ft)	0.045497	Area (sq ft)		11.57	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	19.97	Top Width (ft)		19.97	
Vel Total (ft/s)	4.30	Avg. Vel. (ft/s)		4.30	
Max Chl Dpth (ft)	1.16	Hydr. Depth (ft)		0.58	
Conv. Total (cfs)	233.5	Conv. (cfs)		233.5	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		20.68	
Min Ch El (ft)	49.69	Shear (lb/sq ft)		1.59	
Alpha	1.00	Stream Power (lb/ft s)	319.61	0.00	0.00
Frctn Loss (ft)	0.45	Cum Volume (acre-ft)		0.08	
C & E Loss (ft)	0.00	Cum SA (acres)		0.16	

Plan: sloped Spring Brook Camden RS: 357 Profile: 10 yr

E.G. Elev (ft)	52.38	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.64	Wt. n-Val.		0.050	
W.S. Elev (ft)	51.74	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	51.74	Flow Area (sq ft)		33.81	
E.G. Slope (ft/ft)	0.036268	Area (sq ft)		33.81	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	26.49	Top Width (ft)		26.49	
Vel Total (ft/s)	6.41	Avg. Vel. (ft/s)		6.41	
Max Chl Dpth (ft)	2.05	Hydr. Depth (ft)		1.28	
Conv. Total (cfs)	1138.4	Conv. (cfs)		1138.4	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		28.04	
Min Ch El (ft)	49.69	Shear (lb/sq ft)		2.73	
Alpha	1.00	Stream Power (lb/ft s)	319.61	0.00	0.00
Frctn Loss (ft)	0.37	Cum Volume (acre-ft)		0.22	
C & E Loss (ft)	0.02	Cum SA (acres)		0.20	

Plan: sloped Spring Brook Camden RS: 357 Profile: 25 yr

E.G. Elev (ft)	52.75	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.76	Wt. n-Val.		0.050	
W.S. Elev (ft)	51.99	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	51.99	Flow Area (sq ft)		40.54	
E.G. Slope (ft/ft)	0.034882	Area (sq ft)		40.54	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	26.78	Top Width (ft)		26.78	
Vel Total (ft/s)	7.00	Avg. Vel. (ft/s)		7.00	
Max Chl Dpth (ft)	2.30	Hydr. Depth (ft)		1.51	
Conv. Total (cfs)	1519.5	Conv. (cfs)		1519.5	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		28.62	
Min Ch El (ft)	49.69	Shear (lb/sq ft)		3.08	
Alpha	1.00	Stream Power (lb/ft s)	319.61	0.00	0.00
Frctn Loss (ft)	0.35	Cum Volume (acre-ft)		0.26	
C & E Loss (ft)	0.02	Cum SA (acres)		0.20	

Plan: sloped Spring Brook Camden RS: 357 Profile: 50 yr

E.G. Elev (ft)	53.02	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.77	Wt. n-Val.		0.050	
W.S. Elev (ft)	52.26	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	52.26	Flow Area (sq ft)		47.84	
E.G. Slope (ft/ft)	0.034427	Area (sq ft)		47.84	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	31.00	Top Width (ft)		31.00	
Vel Total (ft/s)	7.03	Avg. Vel. (ft/s)		7.03	
Max Chl Dpth (ft)	2.57	Hydr. Depth (ft)		1.54	
Conv. Total (cfs)	1813.6	Conv. (cfs)		1813.6	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		33.21	
Min Ch El (ft)	49.69	Shear (lb/sq ft)		3.10	
Alpha	1.00	Stream Power (lb/ft s)	319.61	0.00	0.00
Frctn Loss (ft)	0.35	Cum Volume (acre-ft)		0.30	
C & E Loss (ft)	0.00	Cum SA (acres)		0.20	

Plan: sloped Spring Brook Camden RS: 357 Profile: 100 yr

E.G. Elev (ft)	53.28	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.86	Wt. n-Val.		0.050	
W.S. Elev (ft)	52.42	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	52.42	Flow Area (sq ft)		53.03	
E.G. Slope (ft/ft)	0.033908	Area (sq ft)		53.03	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	31.00	Top Width (ft)		31.00	
Vel Total (ft/s)	7.43	Avg. Vel. (ft/s)		7.43	
Max Chl Dpth (ft)	2.73	Hydr. Depth (ft)		1.71	
Conv. Total (cfs)	2138.6	Conv. (cfs)		2138.6	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		33.54	
Min Ch El (ft)	49.69	Shear (lb/sq ft)		3.35	
Alpha	1.00	Stream Power (lb/ft s)	319.61	0.00	0.00
Frctn Loss (ft)	0.32	Cum Volume (acre-ft)		0.33	
C & E Loss (ft)	0.02	Cum SA (acres)		0.21	

Plan: sloped Spring Brook Camden RS: 357 Profile: 500 yr

E.G. Elev (ft)	53.88	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.06	Wt. n-Val.		0.050	
W.S. Elev (ft)	52.82	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	52.82	Flow Area (sq ft)		65.36	
E.G. Slope (ft/ft)	0.032622	Area (sq ft)		65.36	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	31.00	Top Width (ft)		31.00	
Vel Total (ft/s)	8.24	Avg. Vel. (ft/s)		8.24	
Max Chl Dpth (ft)	3.13	Hydr. Depth (ft)		2.11	
Conv. Total (cfs)	2983.7	Conv. (cfs)		2983.7	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		34.34	
Min Ch El (ft)	49.69	Shear (lb/sq ft)		3.88	
Alpha	1.00	Stream Power (lb/ft s)	319.61	0.00	0.00
Frctn Loss (ft)	0.30	Cum Volume (acre-ft)		0.41	0.00
C & E Loss (ft)	0.03	Cum SA (acres)		0.23	0.00

Plan: sloped Spring Brook Camden RS: 357 Profile: Field Observed F

E.G. Elev (ft)	54.11	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.05	Wt. n-Val.		0.047	
W.S. Elev (ft)	53.06	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	53.06	Flow Area (sq ft)		73.09	
E.G. Slope (ft/ft)	0.028788	Area (sq ft)		73.09	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	35.00	Top Width (ft)		35.00	
Vel Total (ft/s)	8.21	Avg. Vel. (ft/s)		8.21	
Max Chl Dpth (ft)	3.37	Hydr. Depth (ft)		2.09	
Conv. Total (cfs)	3536.3	Conv. (cfs)		3536.3	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		38.82	
Min Ch El (ft)	49.69	Shear (lb/sq ft)		3.38	
Alpha	1.00	Stream Power (lb/ft s)	319.61	0.00	0.00
Frctn Loss (ft)	0.28	Cum Volume (acre-ft)		0.45	0.00
C & E Loss (ft)	0.00	Cum SA (acres)		0.24	0.00

Plan: sloped Spring Brook Camden RS: 297 Profile: 1.1 yr

E.G. Elev (ft)	48.43	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.40	Wt. n-Val.		0.050	
W.S. Elev (ft)	48.04	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	48.13	Flow Area (sq ft)		9.85	
E.G. Slope (ft/ft)	0.070153	Area (sq ft)		9.85	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	18.86	Top Width (ft)		18.86	
Vel Total (ft/s)	5.06	Avg. Vel. (ft/s)		5.06	
Max Chl Dpth (ft)	1.05	Hydr. Depth (ft)		0.52	
Conv. Total (cfs)	188.0	Conv. (cfs)		188.0	
Length Wtd. (ft)		Wetted Per. (ft)		19.14	
Min Ch El (ft)	46.99	Shear (lb/sq ft)		2.25	
Alpha	1.00	Stream Power (lb/ft s)	245.24	0.00	0.00
Frctn Loss (ft)	0.53	Cum Volume (acre-ft)		0.06	
C & E Loss (ft)	0.02	Cum SA (acres)		0.13	

Plan: sloped Spring Brook Camden RS: 297 Profile: 10 yr

E.G. Elev (ft)	49.57	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.65	Wt. n-Val.		0.050	
W.S. Elev (ft)	48.93	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	48.99	Flow Area (sq ft)		33.64	
E.G. Slope (ft/ft)	0.044445	Area (sq ft)		33.64	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	31.00	Top Width (ft)		31.00	
Vel Total (ft/s)	6.45	Avg. Vel. (ft/s)		6.45	
Max Chl Dpth (ft)	1.94	Hydr. Depth (ft)		1.09	
Conv. Total (cfs)	1028.4	Conv. (cfs)		1028.4	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		32.24	
Min Ch El (ft)	46.99	Shear (lb/sq ft)		2.90	
Alpha	1.00	Stream Power (lb/ft s)	245.24	0.00	0.00
Frctn Loss (ft)	0.45	Cum Volume (acre-ft)		0.18	
C & E Loss (ft)	0.00	Cum SA (acres)		0.16	

Plan: sloped Spring Brook Camden RS: 297 Profile: 25 yr

E.G. Elev (ft)	49.92	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.80	Wt. n-Val.		0.050	
W.S. Elev (ft)	49.12	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	49.22	Flow Area (sq ft)		39.54	
E.G. Slope (ft/ft)	0.045149	Area (sq ft)		39.54	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	31.00	Top Width (ft)		31.00	
Vel Total (ft/s)	7.18	Avg. Vel. (ft/s)		7.18	
Max Chl Dpth (ft)	2.13	Hydr. Depth (ft)		1.28	
Conv. Total (cfs)	1335.6	Conv. (cfs)		1335.6	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		32.62	
Min Ch El (ft)	46.99	Shear (lb/sq ft)		3.42	
Alpha	1.00	Stream Power (lb/ft s)	245.24	0.00	0.00
Frctn Loss (ft)	0.45	Cum Volume (acre-ft)		0.21	
C & E Loss (ft)	0.00	Cum SA (acres)		0.16	

Plan: sloped Spring Brook Camden RS: 297 Profile: 50 yr

E.G. Elev (ft)	50.17	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.90	Wt. n-Val.		0.050	
W.S. Elev (ft)	49.27	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	49.38	Flow Area (sq ft)		44.17	
E.G. Slope (ft/ft)	0.044417	Area (sq ft)		44.17	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	31.00	Top Width (ft)		31.00	
Vel Total (ft/s)	7.62	Avg. Vel. (ft/s)		7.62	
Max Chl Dpth (ft)	2.28	Hydr. Depth (ft)		1.42	
Conv. Total (cfs)	1596.7	Conv. (cfs)		1596.7	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		32.92	
Min Ch El (ft)	46.99	Shear (lb/sq ft)		3.72	
Alpha	1.00	Stream Power (lb/ft s)	245.24	0.00	0.00
Frctn Loss (ft)	0.45	Cum Volume (acre-ft)		0.23	
C & E Loss (ft)	0.00	Cum SA (acres)		0.16	

Plan: sloped Spring Brook Camden RS: 297 Profile: 100 yr

E.G. Elev (ft)	50.43	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.03	Wt. n-Val.		0.050	
W.S. Elev (ft)	49.40	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	49.61	Flow Area (sq ft)		48.38	
E.G. Slope (ft/ft)	0.045383	Area (sq ft)		48.38	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	31.00	Top Width (ft)		31.00	
Vel Total (ft/s)	8.14	Avg. Vel. (ft/s)		8.14	
Max Chl Dpth (ft)	2.41	Hydr. Depth (ft)		1.56	
Conv. Total (cfs)	1848.5	Conv. (cfs)		1848.5	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		33.19	
Min Ch El (ft)	46.99	Shear (lb/sq ft)		4.13	
Alpha	1.00	Stream Power (lb/ft s)	245.24	0.00	0.00
Frctn Loss (ft)	0.46	Cum Volume (acre-ft)		0.26	
C & E Loss (ft)	0.00	Cum SA (acres)		0.16	

Plan: sloped Spring Brook Camden RS: 297 Profile: 500 yr

E.G. Elev (ft)	51.01	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.29	Wt. n-Val.		0.047	
W.S. Elev (ft)	49.72	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	49.98	Flow Area (sq ft)		59.18	
E.G. Slope (ft/ft)	0.044665	Area (sq ft)		59.18	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	35.00	Top Width (ft)		35.00	
Vel Total (ft/s)	9.11	Avg. Vel. (ft/s)		9.11	
Max Chl Dpth (ft)	2.73	Hydr. Depth (ft)		1.69	
Conv. Total (cfs)	2549.9	Conv. (cfs)		2549.9	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		37.59	
Min Ch El (ft)	46.99	Shear (lb/sq ft)		4.39	
Alpha	1.00	Stream Power (lb/ft s)	245.24	0.00	0.00
Frctn Loss (ft)	0.45	Cum Volume (acre-ft)		0.33	0.00
C & E Loss (ft)	0.00	Cum SA (acres)		0.18	0.00

Plan: sloped Spring Brook Camden RS: 297 Profile: Field Observed F

E.G. Elev (ft)	51.24	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.40	Wt. n-Val.		0.047	
W.S. Elev (ft)	49.84	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	50.12	Flow Area (sq ft)		63.13	
E.G. Slope (ft/ft)	0.044656	Area (sq ft)		63.13	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	35.00	Top Width (ft)		35.00	
Vel Total (ft/s)	9.50	Avg. Vel. (ft/s)		9.50	
Max Chl Dpth (ft)	2.85	Hydr. Depth (ft)		1.80	
Conv. Total (cfs)	2839.3	Conv. (cfs)		2839.3	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		37.71	
Min Ch El (ft)	46.99	Shear (lb/sq ft)		4.67	
Alpha	1.00	Stream Power (lb/ft s)	245.24	0.00	0.00
Frctn Loss (ft)	0.45	Cum Volume (acre-ft)		0.36	0.00
C & E Loss (ft)	0.00	Cum SA (acres)		0.19	0.00

Plan: sloped Spring Brook Camden RS: 237 Profile: 1.1 yr

E.G. Elev (ft)	45.40	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.78	Wt. n-Val.		0.036	
W.S. Elev (ft)	44.63	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	44.85	Flow Area (sq ft)		7.05	
E.G. Slope (ft/ft)	0.124064	Area (sq ft)		7.25	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	21.99	Top Width (ft)		21.99	
Vel Total (ft/s)	7.07	Avg. Vel. (ft/s)		7.07	
Max Chl Dpth (ft)	0.34	Hydr. Depth (ft)		0.34	
Conv. Total (cfs)	141.4	Conv. (cfs)		141.4	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		20.80	
Min Ch El (ft)	44.29	Shear (lb/sq ft)		2.62	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.71	Cum Volume (acre-ft)		0.05	
C & E Loss (ft)	0.05	Cum SA (acres)		0.10	

Plan: sloped Spring Brook Camden RS: 237 Profile: 10 yr

E.G. Elev (ft)	46.79	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.41	Wt. n-Val.		0.036	
W.S. Elev (ft)	45.38	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	45.79	Flow Area (sq ft)		22.76	
E.G. Slope (ft/ft)	0.047234	Area (sq ft)		24.86	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	24.63	Top Width (ft)		24.63	
Vel Total (ft/s)	9.53	Avg. Vel. (ft/s)		9.53	
Max Chl Dpth (ft)	1.09	Hydr. Depth (ft)		1.09	
Conv. Total (cfs)	997.5	Conv. (cfs)		997.5	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		20.80	
Min Ch El (ft)	44.29	Shear (lb/sq ft)		3.23	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.45	Cum Volume (acre-ft)		0.13	
C & E Loss (ft)	0.08	Cum SA (acres)		0.11	

Plan: sloped Spring Brook Camden RS: 237 Profile: 25 yr

E.G. Elev (ft)	47.19	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.52	Wt. n-Val.		0.036	
W.S. Elev (ft)	45.67	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	46.09	Flow Area (sq ft)		28.68	
E.G. Slope (ft/ft)	0.037459	Area (sq ft)		32.00	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	25.63	Top Width (ft)		25.63	
Vel Total (ft/s)	9.90	Avg. Vel. (ft/s)		9.90	
Max Chl Dpth (ft)	1.38	Hydr. Depth (ft)		1.38	
Conv. Total (cfs)	1466.3	Conv. (cfs)		1466.3	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		20.80	
Min Ch El (ft)	44.29	Shear (lb/sq ft)		3.22	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.39	Cum Volume (acre-ft)		0.16	
C & E Loss (ft)	0.08	Cum SA (acres)		0.12	

Plan: sloped Spring Brook Camden RS: 237 Profile: 50 yr

E.G. Elev (ft)	47.49	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.61	Wt. n-Val.		0.036	
W.S. Elev (ft)	45.88	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	46.30	Flow Area (sq ft)		33.08	
E.G. Slope (ft/ft)	0.032707	Area (sq ft)		37.51	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	26.37	Top Width (ft)		26.37	
Vel Total (ft/s)	10.17	Avg. Vel. (ft/s)		10.17	
Max Chl Dpth (ft)	1.59	Hydr. Depth (ft)		1.59	
Conv. Total (cfs)	1860.7	Conv. (cfs)		1860.7	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		20.80	
Min Ch El (ft)	44.29	Shear (lb/sq ft)		3.25	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.35	Cum Volume (acre-ft)		0.17	
C & E Loss (ft)	0.08	Cum SA (acres)		0.12	

Plan: sloped Spring Brook Camden RS: 237 Profile: 100 yr

E.G. Elev (ft)	47.77	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.63	Wt. n-Val.		0.036	
W.S. Elev (ft)	46.14	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	46.52	Flow Area (sq ft)		38.39	
E.G. Slope (ft/ft)	0.027292	Area (sq ft)		44.35	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	27.26	Top Width (ft)		27.26	
Vel Total (ft/s)	10.26	Avg. Vel. (ft/s)		10.26	
Max Chl Dpth (ft)	1.85	Hydr. Depth (ft)		1.85	
Conv. Total (cfs)	2383.8	Conv. (cfs)		2383.8	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		20.80	
Min Ch El (ft)	44.29	Shear (lb/sq ft)		3.14	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.29	Cum Volume (acre-ft)		0.19	
C & E Loss (ft)	0.08	Cum SA (acres)		0.12	

Plan: sloped Spring Brook Camden RS: 237 Profile: 500 yr

E.G. Elev (ft)	48.44	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.58	Wt. n-Val.		0.036	
W.S. Elev (ft)	46.86	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	47.04	Flow Area (sq ft)		53.44	
E.G. Slope (ft/ft)	0.016968	Area (sq ft)		65.71	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	32.35	Top Width (ft)		32.35	
Vel Total (ft/s)	10.09	Avg. Vel. (ft/s)		10.09	
Max Chl Dpth (ft)	2.57	Hydr. Depth (ft)		2.57	
Conv. Total (cfs)	4137.1	Conv. (cfs)		4137.1	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		20.80	
Min Ch El (ft)	44.29	Shear (lb/sq ft)		2.72	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.24	Cum Volume (acre-ft)		0.25	0.00
C & E Loss (ft)	0.04	Cum SA (acres)		0.14	0.00

Plan: sloped Spring Brook Camden RS: 237 Profile: Field Observed F

E.G. Elev (ft)	48.72	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.48	Wt. n-Val.		0.036	
W.S. Elev (ft)	47.25	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	47.25	Flow Area (sq ft)		61.54	
E.G. Slope (ft/ft)	0.013136	Area (sq ft)		78.93	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	35.47	Top Width (ft)		35.47	
Vel Total (ft/s)	9.75	Avg. Vel. (ft/s)		9.75	
Max Chl Dpth (ft)	2.96	Hydr. Depth (ft)		2.96	
Conv. Total (cfs)	5235.1	Conv. (cfs)		5235.1	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		20.80	
Min Ch El (ft)	44.29	Shear (lb/sq ft)		2.43	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.19	Cum Volume (acre-ft)		0.27	0.00
C & E Loss (ft)	0.12	Cum SA (acres)		0.14	0.00

Plan: sloped Spring Brook Camden RS: 230 Profile: 1.1 yr

E.G. Elev (ft)	44.66	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.26	Wt. n-Val.		0.050	
W.S. Elev (ft)	44.40	Reach Len. (ft)	7.00	7.00	7.00
Crit W.S. (ft)	44.39	Flow Area (sq ft)		12.23	
E.G. Slope (ft/ft)	0.043684	Area (sq ft)		12.23	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	22.77	Top Width (ft)		22.77	
Vel Total (ft/s)	4.07	Avg. Vel. (ft/s)		4.07	
Max Chl Dpth (ft)	0.56	Hydr. Depth (ft)		0.54	
Conv. Total (cfs)	238.3	Conv. (cfs)		238.3	
Length Wtd. (ft)	7.00	Wetted Per. (ft)		23.06	
Min Ch El (ft)	43.84	Shear (lb/sq ft)		1.45	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.31	Cum Volume (acre-ft)		0.05	
C & E Loss (ft)	0.00	Cum SA (acres)		0.09	

Plan: sloped Spring Brook Camden RS: 230 Profile: 10 yr

E.G. Elev (ft)	46.10	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.15	Wt. n-Val.		0.050	
W.S. Elev (ft)	44.95	Reach Len. (ft)	7.00	7.00	7.00
Crit W.S. (ft)	45.28	Flow Area (sq ft)		25.18	
E.G. Slope (ft/ft)	0.084303	Area (sq ft)		25.18	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	24.68	Top Width (ft)		24.68	
Vel Total (ft/s)	8.61	Avg. Vel. (ft/s)		8.61	
Max Chl Dpth (ft)	1.11	Hydr. Depth (ft)		1.02	
Conv. Total (cfs)	746.7	Conv. (cfs)		746.7	
Length Wtd. (ft)	7.00	Wetted Per. (ft)		25.26	
Min Ch El (ft)	43.84	Shear (lb/sq ft)		5.25	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.62	Cum Volume (acre-ft)		0.12	
C & E Loss (ft)	0.08	Cum SA (acres)		0.11	

Plan: sloped Spring Brook Camden RS: 230 Profile: 25 yr

E.G. Elev (ft)	46.62	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.53	Wt. n-Val.		0.050	
W.S. Elev (ft)	45.08	Reach Len. (ft)	7.00	7.00	7.00
Crit W.S. (ft)	45.55	Flow Area (sq ft)		28.57	
E.G. Slope (ft/ft)	0.097577	Area (sq ft)		28.57	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	25.15	Top Width (ft)		25.15	
Vel Total (ft/s)	9.93	Avg. Vel. (ft/s)		9.93	
Max Chl Dpth (ft)	1.24	Hydr. Depth (ft)		1.14	
Conv. Total (cfs)	908.5	Conv. (cfs)		908.5	
Length Wtd. (ft)	7.00	Wetted Per. (ft)		25.81	
Min Ch El (ft)	43.84	Shear (lb/sq ft)		6.74	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.57	Cum Volume (acre-ft)		0.15	
C & E Loss (ft)	0.00	Cum SA (acres)		0.11	

Plan: sloped Spring Brook Camden RS: 230 Profile: 50 yr

E.G. Elev (ft)	46.95	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.74	Wt. n-Val.		0.050	
W.S. Elev (ft)	45.21	Reach Len. (ft)	7.00	7.00	7.00
Crit W.S. (ft)	45.74	Flow Area (sq ft)		31.75	
E.G. Slope (ft/ft)	0.099075	Area (sq ft)		31.75	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	25.59	Top Width (ft)		25.59	
Vel Total (ft/s)	10.60	Avg. Vel. (ft/s)		10.60	
Max Chl Dpth (ft)	1.37	Hydr. Depth (ft)		1.24	
Conv. Total (cfs)	1069.1	Conv. (cfs)		1069.1	
Length Wtd. (ft)	7.00	Wetted Per. (ft)		26.32	
Min Ch El (ft)	43.84	Shear (lb/sq ft)		7.46	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.53	Cum Volume (acre-ft)		0.17	
C & E Loss (ft)	0.01	Cum SA (acres)		0.11	

Plan: sloped Spring Brook Camden RS: 230 Profile: 100 yr

E.G. Elev (ft)	47.27	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.92	Wt. n-Val.		0.050	
W.S. Elev (ft)	45.35	Reach Len. (ft)	7.00	7.00	7.00
Crit W.S. (ft)	45.94	Flow Area (sq ft)		35.40	
E.G. Slope (ft/ft)	0.097137	Area (sq ft)		35.40	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	26.08	Top Width (ft)		26.08	
Vel Total (ft/s)	11.13	Avg. Vel. (ft/s)		11.13	
Max Chl Dpth (ft)	1.51	Hydr. Depth (ft)		1.36	
Conv. Total (cfs)	1263.5	Conv. (cfs)		1263.5	
Length Wtd. (ft)	7.00	Wetted Per. (ft)		26.89	
Min Ch El (ft)	43.84	Shear (lb/sq ft)		7.98	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.47	Cum Volume (acre-ft)		0.18	
C & E Loss (ft)	0.03	Cum SA (acres)		0.12	

Plan: sloped Spring Brook Camden RS: 230 Profile: 500 yr

E.G. Elev (ft)	48.02	Element	Left OB	Channel	Right OB
Vel Head (ft)	2.36	Wt. n-Val.		0.050	
W.S. Elev (ft)	45.66	Reach Len. (ft)	7.00	7.00	7.00
Crit W.S. (ft)	46.43	Flow Area (sq ft)		43.70	
E.G. Slope (ft/ft)	0.095795	Area (sq ft)		43.70	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	27.18	Top Width (ft)		27.18	
Vel Total (ft/s)	12.33	Avg. Vel. (ft/s)		12.33	
Max Chl Dpth (ft)	1.82	Hydr. Depth (ft)		1.61	
Conv. Total (cfs)	1741.2	Conv. (cfs)		1741.2	
Length Wtd. (ft)	7.00	Wetted Per. (ft)		28.14	
Min Ch El (ft)	43.84	Shear (lb/sq ft)		9.29	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.34	Cum Volume (acre-ft)		0.23	0.00
C & E Loss (ft)	0.08	Cum SA (acres)		0.13	0.00

Plan: sloped Spring Brook Camden RS: 230 Profile: Field Observed F

E.G. Elev (ft)	48.33	Element	Left OB	Channel	Right OB
Vel Head (ft)	2.56	Wt. n-Val.		0.050	
W.S. Elev (ft)	45.77	Reach Len. (ft)	7.00	7.00	7.00
Crit W.S. (ft)	46.61	Flow Area (sq ft)		46.70	
E.G. Slope (ft/ft)	0.097149	Area (sq ft)		46.70	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	27.56	Top Width (ft)		27.56	
Vel Total (ft/s)	12.85	Avg. Vel. (ft/s)		12.85	
Max Chl Dpth (ft)	1.93	Hydr. Depth (ft)		1.69	
Conv. Total (cfs)	1925.0	Conv. (cfs)		1925.0	
Length Wtd. (ft)	7.00	Wetted Per. (ft)		28.59	
Min Ch El (ft)	43.84	Shear (lb/sq ft)		9.91	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.28	Cum Volume (acre-ft)		0.25	0.00
C & E Loss (ft)	0.11	Cum SA (acres)		0.13	0.00

Plan: sloped Spring Brook Camden RS: 226 Profile: 1.1 yr

E.G. Elev (ft)	44.35	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.26	Wt. n-Val.		0.050	
W.S. Elev (ft)	44.09	Reach Len. (ft)	9.40	17.00	9.30
Crit W.S. (ft)	44.09	Flow Area (sq ft)		12.15	
E.G. Slope (ft/ft)	0.044648	Area (sq ft)		12.15	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	22.75	Top Width (ft)		22.75	
Vel Total (ft/s)	4.10	Avg. Vel. (ft/s)		4.10	
Max Chl Dpth (ft)	0.56	Hydr. Depth (ft)		0.53	
Conv. Total (cfs)	235.7	Conv. (cfs)		235.7	
Length Wtd. (ft)	17.00	Wetted Per. (ft)		23.05	
Min Ch El (ft)	43.53	Shear (lb/sq ft)		1.47	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)		Cum Volume (acre-ft)		0.04	
C & E Loss (ft)		Cum SA (acres)		0.09	

Plan: sloped Spring Brook Camden RS: 226 Profile: 10 yr

E.G. Elev (ft)	45.62	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.68	Wt. n-Val.		0.050	
W.S. Elev (ft)	44.94	Reach Len. (ft)	9.40	17.00	9.30
Crit W.S. (ft)	44.97	Flow Area (sq ft)		32.88	
E.G. Slope (ft/ft)	0.036929	Area (sq ft)		32.88	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	25.75	Top Width (ft)		25.75	
Vel Total (ft/s)	6.59	Avg. Vel. (ft/s)		6.59	
Max Chl Dpth (ft)	1.41	Hydr. Depth (ft)		1.28	
Conv. Total (cfs)	1128.2	Conv. (cfs)		1128.2	
Length Wtd. (ft)	17.00	Wetted Per. (ft)		26.50	
Min Ch El (ft)	43.53	Shear (lb/sq ft)		2.86	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.36	Cum Volume (acre-ft)		0.12	
C & E Loss (ft)	0.15	Cum SA (acres)		0.10	

Plan: sloped Spring Brook Camden RS: 226 Profile: 25 yr

E.G. Elev (ft)	46.00	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.85	Wt. n-Val.		0.050	
W.S. Elev (ft)	45.15	Reach Len. (ft)	9.40	17.00	9.30
Crit W.S. (ft)	45.24	Flow Area (sq ft)		38.42	
E.G. Slope (ft/ft)	0.039271	Area (sq ft)		38.42	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	26.49	Top Width (ft)		26.49	
Vel Total (ft/s)	7.39	Avg. Vel. (ft/s)		7.39	
Max Chl Dpth (ft)	1.62	Hydr. Depth (ft)		1.45	
Conv. Total (cfs)	1432.1	Conv. (cfs)		1432.1	
Length Wtd. (ft)	17.00	Wetted Per. (ft)		27.35	
Min Ch El (ft)	43.53	Shear (lb/sq ft)		3.44	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.41	Cum Volume (acre-ft)		0.14	
C & E Loss (ft)	0.21	Cum SA (acres)		0.11	

Plan: sloped Spring Brook Camden RS: 226 Profile: 50 yr

E.G. Elev (ft)	46.29	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.04	Wt. n-Val.		0.050	
W.S. Elev (ft)	45.26	Reach Len. (ft)	9.40	17.00	9.30
Crit W.S. (ft)	45.65	Flow Area (sq ft)		41.19	
E.G. Slope (ft/ft)	0.044665	Area (sq ft)		41.19	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	26.86	Top Width (ft)		26.86	
Vel Total (ft/s)	8.17	Avg. Vel. (ft/s)		8.17	
Max Chl Dpth (ft)	1.73	Hydr. Depth (ft)		1.53	
Conv. Total (cfs)	1592.2	Conv. (cfs)		1592.2	
Length Wtd. (ft)	17.00	Wetted Per. (ft)		27.77	
Min Ch El (ft)	43.53	Shear (lb/sq ft)		4.14	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.45	Cum Volume (acre-ft)		0.16	
C & E Loss (ft)	0.21	Cum SA (acres)		0.11	

Plan: sloped Spring Brook Camden RS: 226 Profile: 100 yr

E.G. Elev (ft)	46.60	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.24	Wt. n-Val.		0.050	
W.S. Elev (ft)	45.37	Reach Len. (ft)	9.40	17.00	9.30
Crit W.S. (ft)	45.79	Flow Area (sq ft)		44.16	
E.G. Slope (ft/ft)	0.049565	Area (sq ft)		44.16	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	27.24	Top Width (ft)		27.24	
Vel Total (ft/s)	8.92	Avg. Vel. (ft/s)		8.92	
Max Chl Dpth (ft)	1.84	Hydr. Depth (ft)		1.62	
Conv. Total (cfs)	1768.8	Conv. (cfs)		1768.8	
Length Wtd. (ft)	17.00	Wetted Per. (ft)		28.21	
Min Ch El (ft)	43.53	Shear (lb/sq ft)		4.84	
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.47	Cum Volume (acre-ft)		0.18	
C & E Loss (ft)	0.21	Cum SA (acres)		0.11	

Plan: sloped Spring Brook Camden RS: 226 Profile: 500 yr

E.G. Elev (ft)	47.12	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.45	Wt. n-Val.		0.050	0.080
W.S. Elev (ft)	45.67	Reach Len. (ft)	9.40	17.00	9.30
Crit W.S. (ft)	46.10	Flow Area (sq ft)		55.81	0.06
E.G. Slope (ft/ft)	0.085394	Area (sq ft)		55.81	0.06
Q Total (cfs)	538.90	Flow (cfs)		538.84	0.06
Top Width (ft)	47.24	Top Width (ft)		46.54	0.70
Vel Total (ft/s)	9.65	Avg. Vel. (ft/s)		9.65	1.04
Max Chl Dpth (ft)	2.14	Hydr. Depth (ft)		1.20	0.09
Conv. Total (cfs)	1844.1	Conv. (cfs)		1843.9	0.2
Length Wtd. (ft)	16.99	Wetted Per. (ft)		47.61	0.72
Min Ch El (ft)	43.53	Shear (lb/sq ft)		6.25	0.45
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.63	Cum Volume (acre-ft)		0.23	0.00
C & E Loss (ft)	0.27	Cum SA (acres)		0.12	0.00

Plan: sloped Spring Brook Camden RS: 226 Profile: Field Observed F

E.G. Elev (ft)	47.39	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.67	Wt. n-Val.		0.050	0.080
W.S. Elev (ft)	45.72	Reach Len. (ft)	9.40	17.00	9.30
Crit W.S. (ft)	46.22	Flow Area (sq ft)		57.79	0.09
E.G. Slope (ft/ft)	0.094588	Area (sq ft)		57.79	0.09
Q Total (cfs)	600.00	Flow (cfs)		599.88	0.12
Top Width (ft)	47.53	Top Width (ft)		46.67	0.87
Vel Total (ft/s)	10.37	Avg. Vel. (ft/s)		10.38	1.27
Max Chl Dpth (ft)	2.19	Hydr. Depth (ft)		1.24	0.11
Conv. Total (cfs)	1950.9	Conv. (cfs)		1950.5	0.4
Length Wtd. (ft)	16.98	Wetted Per. (ft)		47.75	0.89
Min Ch El (ft)	43.53	Shear (lb/sq ft)		7.15	0.62
Alpha	1.00	Stream Power (lb/ft s)	170.87	0.00	0.00
Frctn Loss (ft)	0.67	Cum Volume (acre-ft)		0.25	0.00
C & E Loss (ft)	0.27	Cum SA (acres)		0.13	0.00

Plan: sloped Spring Brook Camden RS: 216 Profile: 1.1 yr

E.G. Elev (ft)	43.58	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.27	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.31	Reach Len. (ft)	19.00	24.90	25.50
Crit W.S. (ft)	43.32	Flow Area (sq ft)		12.01	
E.G. Slope (ft/ft)	0.046323	Area (sq ft)		12.01	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	22.73	Top Width (ft)		22.73	
Vel Total (ft/s)	4.15	Avg. Vel. (ft/s)		4.15	
Max Chl Dpth (ft)	0.55	Hydr. Depth (ft)		0.53	
Conv. Total (cfs)	231.4	Conv. (cfs)		231.4	
Length Wtd. (ft)	24.90	Wetted Per. (ft)		23.02	
Min Ch El (ft)	42.76	Shear (lb/sq ft)		1.51	
Alpha	1.00	Stream Power (lb/ft s)	171.92	0.00	0.00
Frctn Loss (ft)	0.77	Cum Volume (acre-ft)		0.04	
C & E Loss (ft)	0.00	Cum SA (acres)		0.08	

Plan: sloped Spring Brook Camden RS: 216 Profile: 10 yr

E.G. Elev (ft)	44.87	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.82	Wt. n-Val.		0.050	
W.S. Elev (ft)	44.06	Reach Len. (ft)	19.00	24.90	25.50
Crit W.S. (ft)	44.20	Flow Area (sq ft)		29.90	
E.G. Slope (ft/ft)	0.049479	Area (sq ft)		29.90	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	25.34	Top Width (ft)		25.34	
Vel Total (ft/s)	7.25	Avg. Vel. (ft/s)		7.25	
Max Chl Dpth (ft)	1.30	Hydr. Depth (ft)		1.18	
Conv. Total (cfs)	974.6	Conv. (cfs)		974.6	
Length Wtd. (ft)	24.90	Wetted Per. (ft)		26.02	
Min Ch El (ft)	42.76	Shear (lb/sq ft)		3.55	
Alpha	1.00	Stream Power (lb/ft s)	171.92	0.00	0.00
Frctn Loss (ft)	0.72	Cum Volume (acre-ft)		0.11	
C & E Loss (ft)	0.01	Cum SA (acres)		0.09	

Plan: sloped Spring Brook Camden RS: 216 Profile: 25 yr

E.G. Elev (ft)	45.26	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.96	Wt. n-Val.		0.050	
W.S. Elev (ft)	44.29	Reach Len. (ft)	19.00	24.90	25.50
Crit W.S. (ft)	44.47	Flow Area (sq ft)		36.04	
E.G. Slope (ft/ft)	0.047726	Area (sq ft)		36.04	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	26.17	Top Width (ft)		26.17	
Vel Total (ft/s)	7.87	Avg. Vel. (ft/s)		7.87	
Max Chl Dpth (ft)	1.53	Hydr. Depth (ft)		1.38	
Conv. Total (cfs)	1299.1	Conv. (cfs)		1299.1	
Length Wtd. (ft)	24.90	Wetted Per. (ft)		26.99	
Min Ch El (ft)	42.76	Shear (lb/sq ft)		3.98	
Alpha	1.00	Stream Power (lb/ft s)	171.92	0.00	0.00
Frctn Loss (ft)	0.73	Cum Volume (acre-ft)		0.13	
C & E Loss (ft)	0.01	Cum SA (acres)		0.10	

Plan: sloped Spring Brook Camden RS: 216 Profile: 50 yr

E.G. Elev (ft)	45.53	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.04	Wt. n-Val.		0.050	
W.S. Elev (ft)	44.49	Reach Len. (ft)	19.00	24.90	25.50
Crit W.S. (ft)	44.66	Flow Area (sq ft)		41.09	
E.G. Slope (ft/ft)	0.045007	Area (sq ft)		41.09	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	26.84	Top Width (ft)		26.84	
Vel Total (ft/s)	8.19	Avg. Vel. (ft/s)		8.19	
Max Chl Dpth (ft)	1.73	Hydr. Depth (ft)		1.53	
Conv. Total (cfs)	1586.2	Conv. (cfs)		1586.2	
Length Wtd. (ft)	24.90	Wetted Per. (ft)		27.75	
Min Ch El (ft)	42.76	Shear (lb/sq ft)		4.16	
Alpha	1.00	Stream Power (lb/ft s)	171.92	0.00	0.00
Frctn Loss (ft)	0.76	Cum Volume (acre-ft)		0.14	
C & E Loss (ft)	0.00	Cum SA (acres)		0.10	

Plan: sloped Spring Brook Camden RS: 216 Profile: 100 yr

E.G. Elev (ft)	45.79	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.10	Wt. n-Val.		0.050	
W.S. Elev (ft)	44.70	Reach Len. (ft)	19.00	24.90	25.50
Crit W.S. (ft)	44.87	Flow Area (sq ft)		46.83	
E.G. Slope (ft/ft)	0.041492	Area (sq ft)		46.83	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	27.58	Top Width (ft)		27.58	
Vel Total (ft/s)	8.41	Avg. Vel. (ft/s)		8.41	
Max Chl Dpth (ft)	1.94	Hydr. Depth (ft)		1.70	
Conv. Total (cfs)	1933.3	Conv. (cfs)		1933.3	
Length Wtd. (ft)	24.90	Wetted Per. (ft)		28.60	
Min Ch El (ft)	42.76	Shear (lb/sq ft)		4.24	
Alpha	1.00	Stream Power (lb/ft s)	171.92	0.00	0.00
Frctn Loss (ft)	0.77	Cum Volume (acre-ft)		0.16	
C & E Loss (ft)	0.04	Cum SA (acres)		0.10	

Plan: sloped Spring Brook Camden RS: 216 Profile: 500 yr

E.G. Elev (ft)	46.39	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.07	Wt. n-Val.		0.050	
W.S. Elev (ft)	45.32	Reach Len. (ft)	19.00	24.90	25.50
Crit W.S. (ft)	45.32	Flow Area (sq ft)		64.93	
E.G. Slope (ft/ft)	0.029750	Area (sq ft)		65.38	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	32.27	Top Width (ft)		32.27	
Vel Total (ft/s)	8.30	Avg. Vel. (ft/s)		8.30	
Max Chl Dpth (ft)	2.56	Hydr. Depth (ft)		2.14	
Conv. Total (cfs)	3124.4	Conv. (cfs)		3124.4	
Length Wtd. (ft)	24.90	Wetted Per. (ft)		31.51	
Min Ch El (ft)	42.76	Shear (lb/sq ft)		3.83	
Alpha	1.00	Stream Power (lb/ft s)	171.92	0.00	0.00
Frctn Loss (ft)	0.77	Cum Volume (acre-ft)		0.20	0.00
C & E Loss (ft)	0.08	Cum SA (acres)		0.11	0.00

Plan: sloped Spring Brook Camden RS: 216 Profile: Field Observed F

E.G. Elev (ft)	46.62	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.14	Wt. n-Val.		0.050	
W.S. Elev (ft)	45.49	Reach Len. (ft)	19.00	24.90	25.50
Crit W.S. (ft)	45.49	Flow Area (sq ft)		70.05	
E.G. Slope (ft/ft)	0.029310	Area (sq ft)		70.87	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	33.60	Top Width (ft)		33.60	
Vel Total (ft/s)	8.57	Avg. Vel. (ft/s)		8.57	
Max Chl Dpth (ft)	2.73	Hydr. Depth (ft)		2.27	
Conv. Total (cfs)	3504.7	Conv. (cfs)		3504.7	
Length Wtd. (ft)	24.90	Wetted Per. (ft)		32.07	
Min Ch El (ft)	42.76	Shear (lb/sq ft)		4.00	
Alpha	1.00	Stream Power (lb/ft s)	171.92	0.00	0.00
Frctn Loss (ft)	0.68	Cum Volume (acre-ft)		0.22	0.00
C & E Loss (ft)	0.12	Cum SA (acres)		0.11	0.00

Plan: sloped Spring Brook Camden RS: 190 Profile: 1.1 yr

E.G. Elev (ft)	42.46	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.31	Wt. n-Val.		0.050	
W.S. Elev (ft)	42.16	Reach Len. (ft)	10.70	34.00	53.40
Crit W.S. (ft)	42.19	Flow Area (sq ft)		11.20	
E.G. Slope (ft/ft)	0.058073	Area (sq ft)		11.20	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	22.61	Top Width (ft)		22.61	
Vel Total (ft/s)	4.45	Avg. Vel. (ft/s)		4.45	
Max Chl Dpth (ft)	0.52	Hydr. Depth (ft)		0.50	
Conv. Total (cfs)	206.7	Conv. (cfs)		206.7	
Length Wtd. (ft)	34.00	Wetted Per. (ft)		22.88	
Min Ch El (ft)	41.64	Shear (lb/sq ft)		1.77	
Alpha	1.00	Stream Power (lb/ft s)	156.87	0.00	0.00
Frctn Loss (ft)	1.16	Cum Volume (acre-ft)		0.03	
C & E Loss (ft)	0.00	Cum SA (acres)		0.07	

Plan: sloped Spring Brook Camden RS: 190 Profile: 10 yr

E.G. Elev (ft)	43.73	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.72	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.01	Reach Len. (ft)	10.70	34.00	53.40
Crit W.S. (ft)	43.08	Flow Area (sq ft)		31.90	
E.G. Slope (ft/ft)	0.040513	Area (sq ft)		31.90	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	25.61	Top Width (ft)		25.61	
Vel Total (ft/s)	6.80	Avg. Vel. (ft/s)		6.80	
Max Chl Dpth (ft)	1.37	Hydr. Depth (ft)		1.25	
Conv. Total (cfs)	1077.1	Conv. (cfs)		1077.1	
Length Wtd. (ft)	34.00	Wetted Per. (ft)		26.34	
Min Ch El (ft)	41.64	Shear (lb/sq ft)		3.06	
Alpha	1.00	Stream Power (lb/ft s)	156.87	0.00	0.00
Frctn Loss (ft)	1.11	Cum Volume (acre-ft)		0.09	
C & E Loss (ft)	0.03	Cum SA (acres)		0.08	

Plan: sloped Spring Brook Camden RS: 190 Profile: 25 yr

E.G. Elev (ft)	44.12	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.89	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.23	Reach Len. (ft)	10.70	34.00	53.40
Crit W.S. (ft)	43.35	Flow Area (sq ft)		37.53	
E.G. Slope (ft/ft)	0.042183	Area (sq ft)		37.53	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	26.37	Top Width (ft)		26.37	
Vel Total (ft/s)	7.56	Avg. Vel. (ft/s)		7.56	
Max Chl Dpth (ft)	1.59	Hydr. Depth (ft)		1.42	
Conv. Total (cfs)	1381.8	Conv. (cfs)		1381.8	
Length Wtd. (ft)	34.00	Wetted Per. (ft)		27.21	
Min Ch El (ft)	41.64	Shear (lb/sq ft)		3.63	
Alpha	1.00	Stream Power (lb/ft s)	156.87	0.00	0.00
Frctn Loss (ft)	1.12	Cum Volume (acre-ft)		0.11	
C & E Loss (ft)	0.02	Cum SA (acres)		0.08	

Plan: sloped Spring Brook Camden RS: 190 Profile: 50 yr

E.G. Elev (ft)	44.41	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.04	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.37	Reach Len. (ft)	10.70	34.00	53.40
Crit W.S. (ft)	43.54	Flow Area (sq ft)		41.19	
E.G. Slope (ft/ft)	0.044687	Area (sq ft)		41.19	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	26.85	Top Width (ft)		26.85	
Vel Total (ft/s)	8.17	Avg. Vel. (ft/s)		8.17	
Max Chl Dpth (ft)	1.73	Hydr. Depth (ft)		1.53	
Conv. Total (cfs)	1591.8	Conv. (cfs)		1591.8	
Length Wtd. (ft)	34.00	Wetted Per. (ft)		27.77	
Min Ch El (ft)	41.64	Shear (lb/sq ft)		4.14	
Alpha	1.00	Stream Power (lb/ft s)	156.87	0.00	0.00
Frctn Loss (ft)	1.12	Cum Volume (acre-ft)		0.12	
C & E Loss (ft)	0.00	Cum SA (acres)		0.08	

Plan: sloped Spring Brook Camden RS: 190 Profile: 100 yr

E.G. Elev (ft)	44.70	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.18	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.52	Reach Len. (ft)	10.70	34.00	53.40
Crit W.S. (ft)	43.75	Flow Area (sq ft)		45.20	
E.G. Slope (ft/ft)	0.046172	Area (sq ft)		45.20	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	27.37	Top Width (ft)		27.37	
Vel Total (ft/s)	8.71	Avg. Vel. (ft/s)		8.71	
Max Chl Dpth (ft)	1.88	Hydr. Depth (ft)		1.65	
Conv. Total (cfs)	1832.7	Conv. (cfs)		1832.7	
Length Wtd. (ft)	34.00	Wetted Per. (ft)		28.37	
Min Ch El (ft)	41.64	Shear (lb/sq ft)		4.59	
Alpha	1.00	Stream Power (lb/ft s)	156.87	0.00	0.00
Frctn Loss (ft)	1.09	Cum Volume (acre-ft)		0.13	
C & E Loss (ft)	0.01	Cum SA (acres)		0.08	

Plan: sloped Spring Brook Camden RS: 190 Profile: 500 yr

E.G. Elev (ft)	45.38	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.55	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.83	Reach Len. (ft)	10.70	34.00	53.40
Crit W.S. (ft)	44.43	Flow Area (sq ft)		54.01	
E.G. Slope (ft/ft)	0.052438	Area (sq ft)		54.01	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	29.32	Top Width (ft)		29.32	
Vel Total (ft/s)	9.98	Avg. Vel. (ft/s)		9.98	
Max Chl Dpth (ft)	2.19	Hydr. Depth (ft)		1.84	
Conv. Total (cfs)	2353.4	Conv. (cfs)		2353.4	
Length Wtd. (ft)	34.00	Wetted Per. (ft)		30.42	
Min Ch El (ft)	41.64	Shear (lb/sq ft)		5.81	
Alpha	1.00	Stream Power (lb/ft s)	156.87	0.00	0.00
Frctn Loss (ft)	0.96	Cum Volume (acre-ft)		0.17	0.00
C & E Loss (ft)	0.05	Cum SA (acres)		0.09	0.00

Plan: sloped Spring Brook Camden RS: 190 Profile: Field Observed F

E.G. Elev (ft)	45.62	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.64	Wt. n-Val.		0.050	
W.S. Elev (ft)	43.98	Reach Len. (ft)	10.70	34.00	53.40
Crit W.S. (ft)	44.65	Flow Area (sq ft)		58.40	
E.G. Slope (ft/ft)	0.052785	Area (sq ft)		58.40	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	30.49	Top Width (ft)		30.49	
Vel Total (ft/s)	10.27	Avg. Vel. (ft/s)		10.27	
Max Chl Dpth (ft)	2.34	Hydr. Depth (ft)		1.92	
Conv. Total (cfs)	2611.5	Conv. (cfs)		2611.5	
Length Wtd. (ft)	34.00	Wetted Per. (ft)		31.63	
Min Ch El (ft)	41.64	Shear (lb/sq ft)		6.08	
Alpha	1.00	Stream Power (lb/ft s)	156.87	0.00	0.00
Frctn Loss (ft)	0.96	Cum Volume (acre-ft)		0.18	0.00
C & E Loss (ft)	0.05	Cum SA (acres)		0.09	0.00

Plan: sloped Spring Brook Camden RS: 160 Profile: 1.1 yr

E.G. Elev (ft)	40.93	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.27	Wt. n-Val.		0.050	
W.S. Elev (ft)	40.66	Reach Len. (ft)	20.60	42.30	56.50
Crit W.S. (ft)	40.66	Flow Area (sq ft)		12.05	
E.G. Slope (ft/ft)	0.045836	Area (sq ft)		12.05	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	22.74	Top Width (ft)		22.74	
Vel Total (ft/s)	4.13	Avg. Vel. (ft/s)		4.13	
Max Chl Dpth (ft)	0.55	Hydr. Depth (ft)		0.53	
Conv. Total (cfs)	232.6	Conv. (cfs)		232.6	
Length Wtd. (ft)	42.30	Wetted Per. (ft)		23.03	
Min Ch El (ft)	40.11	Shear (lb/sq ft)		1.50	
Alpha	1.00	Stream Power (lb/ft s)	160.67	0.00	0.00
Frctn Loss (ft)	1.42	Cum Volume (acre-ft)		0.02	
C & E Loss (ft)	0.02	Cum SA (acres)		0.05	

Plan: sloped Spring Brook Camden RS: 160 Profile: 10 yr

E.G. Elev (ft)	42.22	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.80	Wt. n-Val.		0.050	
W.S. Elev (ft)	41.41	Reach Len. (ft)	20.60	42.30	56.50
Crit W.S. (ft)	41.55	Flow Area (sq ft)		30.12	
E.G. Slope (ft/ft)	0.048388	Area (sq ft)		30.12	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	25.37	Top Width (ft)		25.37	
Vel Total (ft/s)	7.20	Avg. Vel. (ft/s)		7.20	
Max Chl Dpth (ft)	1.30	Hydr. Depth (ft)		1.19	
Conv. Total (cfs)	985.6	Conv. (cfs)		985.6	
Length Wtd. (ft)	42.30	Wetted Per. (ft)		26.06	
Min Ch El (ft)	40.11	Shear (lb/sq ft)		3.49	
Alpha	1.00	Stream Power (lb/ft s)	160.67	0.00	0.00
Frctn Loss (ft)	1.50	Cum Volume (acre-ft)		0.07	
C & E Loss (ft)	0.01	Cum SA (acres)		0.06	

Plan: sloped Spring Brook Camden RS: 160 Profile: 25 yr

E.G. Elev (ft)	42.60	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.95	Wt. n-Val.		0.050	
W.S. Elev (ft)	41.65	Reach Len. (ft)	20.60	42.30	56.50
Crit W.S. (ft)	41.82	Flow Area (sq ft)		36.29	
E.G. Slope (ft/ft)	0.046738	Area (sq ft)		36.29	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	26.20	Top Width (ft)		26.20	
Vel Total (ft/s)	7.82	Avg. Vel. (ft/s)		7.82	
Max Chl Dpth (ft)	1.54	Hydr. Depth (ft)		1.38	
Conv. Total (cfs)	1312.7	Conv. (cfs)		1312.7	
Length Wtd. (ft)	42.30	Wetted Per. (ft)		27.02	
Min Ch El (ft)	40.11	Shear (lb/sq ft)		3.92	
Alpha	1.00	Stream Power (lb/ft s)	160.67	0.00	0.00
Frctn Loss (ft)	1.51	Cum Volume (acre-ft)		0.08	
C & E Loss (ft)	0.01	Cum SA (acres)		0.06	

Plan: sloped Spring Brook Camden RS: 160 Profile: 50 yr

E.G. Elev (ft)	42.88	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.05	Wt. n-Val.		0.050	
W.S. Elev (ft)	41.83	Reach Len. (ft)	20.60	42.30	56.50
Crit W.S. (ft)	42.01	Flow Area (sq ft)		40.98	
E.G. Slope (ft/ft)	0.045370	Area (sq ft)		40.98	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	26.82	Top Width (ft)		26.82	
Vel Total (ft/s)	8.21	Avg. Vel. (ft/s)		8.21	
Max Chl Dpth (ft)	1.72	Hydr. Depth (ft)		1.53	
Conv. Total (cfs)	1579.8	Conv. (cfs)		1579.8	
Length Wtd. (ft)	42.30	Wetted Per. (ft)		27.74	
Min Ch El (ft)	40.11	Shear (lb/sq ft)		4.18	
Alpha	1.00	Stream Power (lb/ft s)	160.67	0.00	0.00
Frctn Loss (ft)	1.53	Cum Volume (acre-ft)		0.09	
C & E Loss (ft)	0.00	Cum SA (acres)		0.06	

Plan: sloped Spring Brook Camden RS: 160 Profile: 100 yr

E.G. Elev (ft)	43.15	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.14	Wt. n-Val.		0.050	
W.S. Elev (ft)	42.02	Reach Len. (ft)	20.60	42.30	56.50
Crit W.S. (ft)	42.22	Flow Area (sq ft)		45.98	
E.G. Slope (ft/ft)	0.043866	Area (sq ft)		45.98	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	27.47	Top Width (ft)		27.47	
Vel Total (ft/s)	8.57	Avg. Vel. (ft/s)		8.57	
Max Chl Dpth (ft)	1.91	Hydr. Depth (ft)		1.67	
Conv. Total (cfs)	1880.2	Conv. (cfs)		1880.2	
Length Wtd. (ft)	42.30	Wetted Per. (ft)		28.48	
Min Ch El (ft)	40.11	Shear (lb/sq ft)		4.42	
Alpha	1.00	Stream Power (lb/ft s)	160.67	0.00	0.00
Frctn Loss (ft)	1.53	Cum Volume (acre-ft)		0.10	
C & E Loss (ft)	0.01	Cum SA (acres)		0.06	

Plan: sloped Spring Brook Camden RS: 160 Profile: 500 yr

E.G. Elev (ft)	43.75	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.23	Wt. n-Val.		0.050	0.080
W.S. Elev (ft)	42.51	Reach Len. (ft)	20.60	42.30	56.50
Crit W.S. (ft)	42.72	Flow Area (sq ft)		60.46	0.02
E.G. Slope (ft/ft)	0.038814	Area (sq ft)		60.46	0.02
Q Total (cfs)	538.90	Flow (cfs)		538.89	0.01
Top Width (ft)	31.70	Top Width (ft)		31.03	0.68
Vel Total (ft/s)	8.91	Avg. Vel. (ft/s)		8.91	0.31
Max Chl Dpth (ft)	2.40	Hydr. Depth (ft)		1.95	0.03
Conv. Total (cfs)	2735.4	Conv. (cfs)		2735.3	0.0
Length Wtd. (ft)	42.30	Wetted Per. (ft)		32.19	0.73
Min Ch El (ft)	40.11	Shear (lb/sq ft)		4.55	0.06
Alpha	1.00	Stream Power (lb/ft s)	160.67	0.00	0.00
Frctn Loss (ft)	1.53	Cum Volume (acre-ft)		0.12	0.00
C & E Loss (ft)	0.09	Cum SA (acres)		0.07	0.00

Plan: sloped Spring Brook Camden RS: 160 Profile: Field Observed F

E.G. Elev (ft)	43.98	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.31	Wt. n-Val.		0.050	0.080
W.S. Elev (ft)	42.67	Reach Len. (ft)	20.60	42.30	56.50
Crit W.S. (ft)	42.92	Flow Area (sq ft)		65.34	0.27
E.G. Slope (ft/ft)	0.039095	Area (sq ft)		65.34	0.27
Q Total (cfs)	600.00	Flow (cfs)		599.79	0.21
Top Width (ft)	34.89	Top Width (ft)		32.26	2.63
Vel Total (ft/s)	9.15	Avg. Vel. (ft/s)		9.18	0.77
Max Chl Dpth (ft)	2.56	Hydr. Depth (ft)		2.03	0.10
Conv. Total (cfs)	3034.5	Conv. (cfs)		3033.5	1.1
Length Wtd. (ft)	42.30	Wetted Per. (ft)		33.46	2.85
Min Ch El (ft)	40.11	Shear (lb/sq ft)		4.77	0.23
Alpha	1.01	Stream Power (lb/ft s)	160.67	0.00	0.00
Frctn Loss (ft)	1.54	Cum Volume (acre-ft)		0.13	0.00
C & E Loss (ft)	0.10	Cum SA (acres)		0.07	0.00

Plan: sloped Spring Brook Camden RS: 118 Profile: 1.1 yr

E.G. Elev (ft)	37.93	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.53	Wt. n-Val.		0.050	
W.S. Elev (ft)	37.40	Reach Len. (ft)	78.70	59.10	35.90
Crit W.S. (ft)	37.56	Flow Area (sq ft)		8.56	
E.G. Slope (ft/ft)	0.121430	Area (sq ft)		8.56	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	20.24	Top Width (ft)		20.24	
Vel Total (ft/s)	5.82	Avg. Vel. (ft/s)		5.82	
Max Chl Dpth (ft)	0.72	Hydr. Depth (ft)		0.42	
Conv. Total (cfs)	142.9	Conv. (cfs)		142.9	
Length Wtd. (ft)	59.10	Wetted Per. (ft)		20.32	
Min Ch El (ft)	36.68	Shear (lb/sq ft)		3.19	
Alpha	1.00	Stream Power (lb/ft s)	174.53	0.00	0.00
Frctn Loss (ft)	2.98	Cum Volume (acre-ft)		0.01	
C & E Loss (ft)	0.03	Cum SA (acres)		0.03	

Plan: sloped Spring Brook Camden RS: 118 Profile: 10 yr

E.G. Elev (ft)	39.35	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.29	Wt. n-Val.		0.050	
W.S. Elev (ft)	38.07	Reach Len. (ft)	78.70	59.10	35.90
Crit W.S. (ft)	38.45	Flow Area (sq ft)		23.83	
E.G. Slope (ft/ft)	0.098039	Area (sq ft)		23.83	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	24.13	Top Width (ft)		24.13	
Vel Total (ft/s)	9.10	Avg. Vel. (ft/s)		9.10	
Max Chl Dpth (ft)	1.39	Hydr. Depth (ft)		0.99	
Conv. Total (cfs)	692.4	Conv. (cfs)		692.4	
Length Wtd. (ft)	59.10	Wetted Per. (ft)		24.65	
Min Ch El (ft)	36.68	Shear (lb/sq ft)		5.92	
Alpha	1.00	Stream Power (lb/ft s)	174.53	0.00	0.00
Frctn Loss (ft)	2.82	Cum Volume (acre-ft)		0.04	
C & E Loss (ft)	0.05	Cum SA (acres)		0.04	

Plan: sloped Spring Brook Camden RS: 118 Profile: 25 yr

E.G. Elev (ft)	39.80	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.54	Wt. n-Val.		0.050	
W.S. Elev (ft)	38.26	Reach Len. (ft)	78.70	59.10	35.90
Crit W.S. (ft)	38.72	Flow Area (sq ft)		28.53	
E.G. Slope (ft/ft)	0.095896	Area (sq ft)		28.53	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	24.74	Top Width (ft)		24.74	
Vel Total (ft/s)	9.95	Avg. Vel. (ft/s)		9.95	
Max Chl Dpth (ft)	1.58	Hydr. Depth (ft)		1.15	
Conv. Total (cfs)	916.5	Conv. (cfs)		916.5	
Length Wtd. (ft)	59.10	Wetted Per. (ft)		25.38	
Min Ch El (ft)	36.68	Shear (lb/sq ft)		6.73	
Alpha	1.00	Stream Power (lb/ft s)	174.53	0.00	0.00
Frctn Loss (ft)	2.74	Cum Volume (acre-ft)		0.05	
C & E Loss (ft)	0.06	Cum SA (acres)		0.04	

Plan: sloped Spring Brook Camden RS: 118 Profile: 50 yr

E.G. Elev (ft)	40.12	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.72	Wt. n-Val.		0.050	
W.S. Elev (ft)	38.40	Reach Len. (ft)	78.70	59.10	35.90
Crit W.S. (ft)	38.92	Flow Area (sq ft)		31.96	
E.G. Slope (ft/ft)	0.094841	Area (sq ft)		31.96	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	25.19	Top Width (ft)		25.19	
Vel Total (ft/s)	10.53	Avg. Vel. (ft/s)		10.53	
Max Chl Dpth (ft)	1.72	Hydr. Depth (ft)		1.27	
Conv. Total (cfs)	1092.7	Conv. (cfs)		1092.7	
Length Wtd. (ft)	59.10	Wetted Per. (ft)		25.91	
Min Ch El (ft)	36.68	Shear (lb/sq ft)		7.31	
Alpha	1.00	Stream Power (lb/ft s)	174.53	0.00	0.00
Frctn Loss (ft)	2.68	Cum Volume (acre-ft)		0.05	
C & E Loss (ft)	0.07	Cum SA (acres)		0.04	

Plan: sloped Spring Brook Camden RS: 118 Profile: 100 yr

E.G. Elev (ft)	40.45	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.92	Wt. n-Val.		0.050	
W.S. Elev (ft)	38.54	Reach Len. (ft)	78.70	59.10	35.90
Crit W.S. (ft)	39.14	Flow Area (sq ft)		35.45	
E.G. Slope (ft/ft)	0.094438	Area (sq ft)		35.45	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	25.63	Top Width (ft)		25.63	
Vel Total (ft/s)	11.11	Avg. Vel. (ft/s)		11.11	
Max Chl Dpth (ft)	1.86	Hydr. Depth (ft)		1.38	
Conv. Total (cfs)	1281.5	Conv. (cfs)		1281.5	
Length Wtd. (ft)	59.10	Wetted Per. (ft)		26.43	
Min Ch El (ft)	36.68	Shear (lb/sq ft)		7.91	
Alpha	1.00	Stream Power (lb/ft s)	174.53	0.00	0.00
Frctn Loss (ft)	2.62	Cum Volume (acre-ft)		0.06	
C & E Loss (ft)	0.08	Cum SA (acres)		0.04	

Plan: sloped Spring Brook Camden RS: 118 Profile: 500 yr

E.G. Elev (ft)	41.21	Element	Left OB	Channel	Right OB
Vel Head (ft)	2.36	Wt. n-Val.		0.050	
W.S. Elev (ft)	38.85	Reach Len. (ft)	78.70	59.10	35.90
Crit W.S. (ft)	39.61	Flow Area (sq ft)		43.75	
E.G. Slope (ft/ft)	0.093102	Area (sq ft)		43.75	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	26.65	Top Width (ft)		26.65	
Vel Total (ft/s)	12.32	Avg. Vel. (ft/s)		12.32	
Max Chl Dpth (ft)	2.17	Hydr. Depth (ft)		1.64	
Conv. Total (cfs)	1766.2	Conv. (cfs)		1766.2	
Length Wtd. (ft)	59.10	Wetted Per. (ft)		27.64	
Min Ch El (ft)	36.68	Shear (lb/sq ft)		9.20	
Alpha	1.00	Stream Power (lb/ft s)	174.53	0.00	0.00
Frctn Loss (ft)	2.42	Cum Volume (acre-ft)		0.07	
C & E Loss (ft)	0.11	Cum SA (acres)		0.04	

Plan: sloped Spring Brook Camden RS: 118 Profile: Field Observed F

E.G. Elev (ft)	41.45	Element	Left OB	Channel	Right OB
Vel Head (ft)	2.46	Wt. n-Val.		0.050	
W.S. Elev (ft)	39.00	Reach Len. (ft)	78.70	59.10	35.90
Crit W.S. (ft)	39.79	Flow Area (sq ft)		47.71	
E.G. Slope (ft/ft)	0.090160	Area (sq ft)		47.71	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	27.47	Top Width (ft)		27.47	
Vel Total (ft/s)	12.58	Avg. Vel. (ft/s)		12.58	
Max Chl Dpth (ft)	2.32	Hydr. Depth (ft)		1.74	
Conv. Total (cfs)	1998.2	Conv. (cfs)		1998.2	
Length Wtd. (ft)	59.10	Wetted Per. (ft)		28.52	
Min Ch El (ft)	36.68	Shear (lb/sq ft)		9.42	
Alpha	1.00	Stream Power (lb/ft s)	174.53	0.00	0.00
Frctn Loss (ft)	2.41	Cum Volume (acre-ft)		0.08	
C & E Loss (ft)	0.11	Cum SA (acres)		0.04	

Plan: sloped Spring Brook Camden RS: 57 Profile: 1.1 yr

E.G. Elev (ft)	35.89	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.25	Wt. n-Val.		0.050	
W.S. Elev (ft)	35.63	Reach Len. (ft)			
Crit W.S. (ft)	35.63	Flow Area (sq ft)		12.38	
E.G. Slope (ft/ft)	0.045007	Area (sq ft)		12.38	
Q Total (cfs)	49.80	Flow (cfs)		49.80	
Top Width (ft)	24.11	Top Width (ft)		24.11	
Vel Total (ft/s)	4.02	Avg. Vel. (ft/s)		4.02	
Max Chl Dpth (ft)	0.79	Hydr. Depth (ft)		0.51	
Conv. Total (cfs)	234.7	Conv. (cfs)		234.7	
Length Wtd. (ft)		Wetted Per. (ft)		24.28	
Min Ch El (ft)	34.84	Shear (lb/sq ft)		1.43	
Alpha	1.00	Stream Power (lb/ft s)	179.50	0.00	0.00
Frctn Loss (ft)		Cum Volume (acre-ft)			
C & E Loss (ft)		Cum SA (acres)			

Plan: sloped Spring Brook Camden RS: 57 Profile: 10 yr

E.G. Elev (ft)	37.08	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.62	Wt. n-Val.		0.050	
W.S. Elev (ft)	36.46	Reach Len. (ft)			
Crit W.S. (ft)	36.46	Flow Area (sq ft)		34.18	
E.G. Slope (ft/ft)	0.035971	Area (sq ft)		34.18	
Q Total (cfs)	216.80	Flow (cfs)		216.80	
Top Width (ft)	27.89	Top Width (ft)		27.89	
Vel Total (ft/s)	6.34	Avg. Vel. (ft/s)		6.34	
Max Chl Dpth (ft)	1.62	Hydr. Depth (ft)		1.23	
Conv. Total (cfs)	1143.1	Conv. (cfs)		1143.1	
Length Wtd. (ft)		Wetted Per. (ft)		28.63	
Min Ch El (ft)	34.84	Shear (lb/sq ft)		2.68	
Alpha	1.00	Stream Power (lb/ft s)	179.50	0.00	0.00
Frctn Loss (ft)		Cum Volume (acre-ft)			
C & E Loss (ft)		Cum SA (acres)			

Plan: sloped Spring Brook Camden RS: 57 Profile: 25 yr

E.G. Elev (ft)	37.44	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.72	Wt. n-Val.		0.050	
W.S. Elev (ft)	36.72	Reach Len. (ft)			
Crit W.S. (ft)	36.72	Flow Area (sq ft)		41.56	
E.G. Slope (ft/ft)	0.033565	Area (sq ft)		41.56	
Q Total (cfs)	283.80	Flow (cfs)		283.80	
Top Width (ft)	28.63	Top Width (ft)		28.63	
Vel Total (ft/s)	6.83	Avg. Vel. (ft/s)		6.83	
Max Chl Dpth (ft)	1.88	Hydr. Depth (ft)		1.45	
Conv. Total (cfs)	1549.1	Conv. (cfs)		1549.1	
Length Wtd. (ft)		Wetted Per. (ft)		29.59	
Min Ch El (ft)	34.84	Shear (lb/sq ft)		2.94	
Alpha	1.00	Stream Power (lb/ft s)	179.50	0.00	0.00
Frctn Loss (ft)		Cum Volume (acre-ft)			
C & E Loss (ft)		Cum SA (acres)			

Plan: sloped Spring Brook Camden RS: 57 Profile: 50 yr

E.G. Elev (ft)	37.70	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.80	Wt. n-Val.		0.050	
W.S. Elev (ft)	36.90	Reach Len. (ft)			
Crit W.S. (ft)	36.90	Flow Area (sq ft)		46.74	
E.G. Slope (ft/ft)	0.032848	Area (sq ft)		46.74	
Q Total (cfs)	336.50	Flow (cfs)		336.50	
Top Width (ft)	29.13	Top Width (ft)		29.13	
Vel Total (ft/s)	7.20	Avg. Vel. (ft/s)		7.20	
Max Chl Dpth (ft)	2.06	Hydr. Depth (ft)		1.60	
Conv. Total (cfs)	1856.7	Conv. (cfs)		1856.7	
Length Wtd. (ft)		Wetted Per. (ft)		30.25	
Min Ch El (ft)	34.84	Shear (lb/sq ft)		3.17	
Alpha	1.00	Stream Power (lb/ft s)	179.50	0.00	0.00
Frctn Loss (ft)		Cum Volume (acre-ft)			
C & E Loss (ft)		Cum SA (acres)			

Plan: sloped Spring Brook Camden RS: 57 Profile: 100 yr

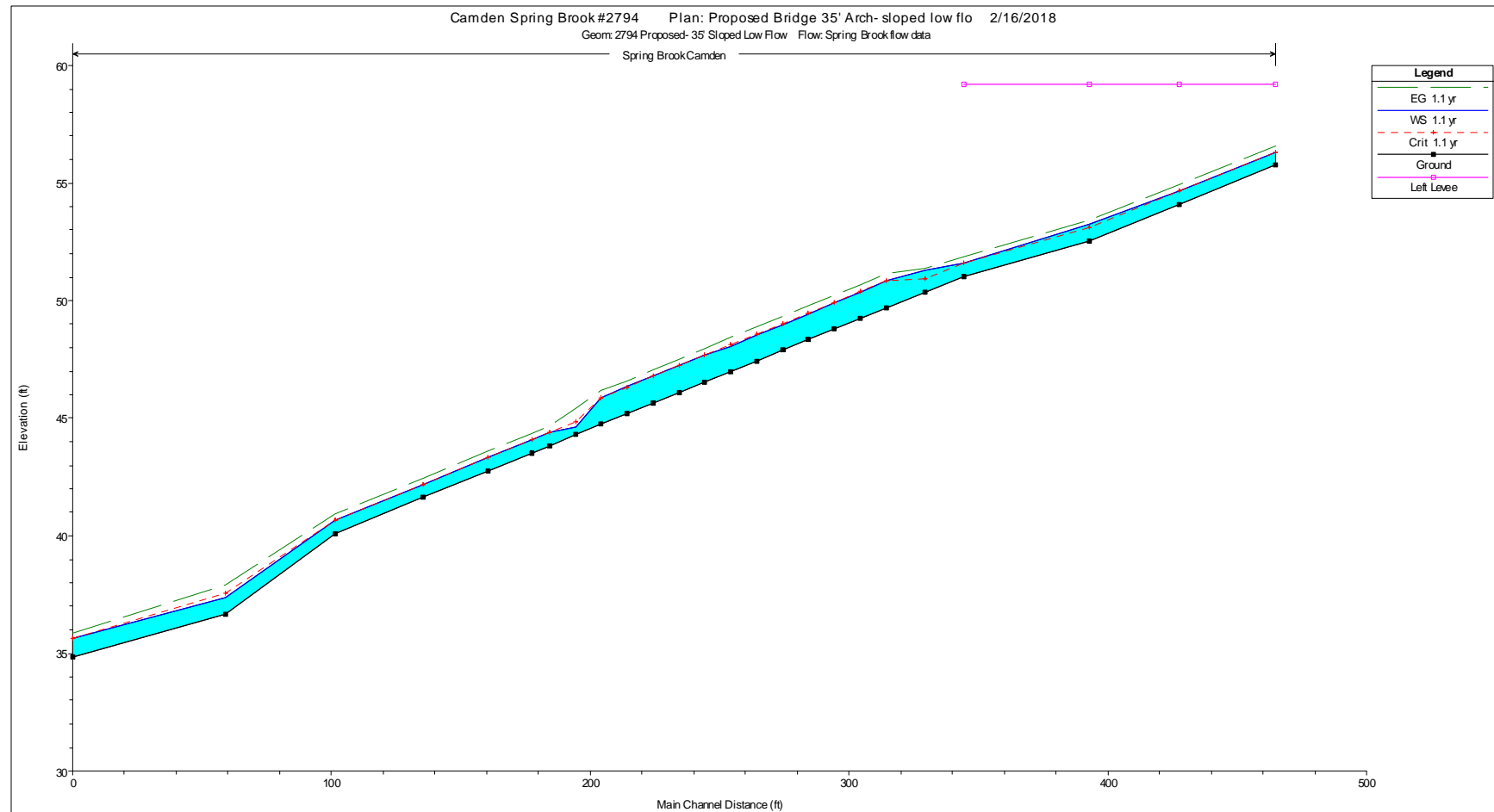
E.G. Elev (ft)	37.97	Element	Left OB	Channel	Right OB
Vel Head (ft)	0.89	Wt. n-Val.		0.050	
W.S. Elev (ft)	37.08	Reach Len. (ft)			
Crit W.S. (ft)	37.08	Flow Area (sq ft)		52.15	
E.G. Slope (ft/ft)	0.032169	Area (sq ft)		52.15	
Q Total (cfs)	393.80	Flow (cfs)		393.80	
Top Width (ft)	29.64	Top Width (ft)		29.64	
Vel Total (ft/s)	7.55	Avg. Vel. (ft/s)		7.55	
Max Chl Dpth (ft)	2.24	Hydr. Depth (ft)		1.76	
Conv. Total (cfs)	2195.6	Conv. (cfs)		2195.6	
Length Wtd. (ft)		Wetted Per. (ft)		30.93	
Min Ch El (ft)	34.84	Shear (lb/sq ft)		3.39	
Alpha	1.00	Stream Power (lb/ft s)	179.50	0.00	0.00
Frctn Loss (ft)		Cum Volume (acre-ft)			
C & E Loss (ft)		Cum SA (acres)			

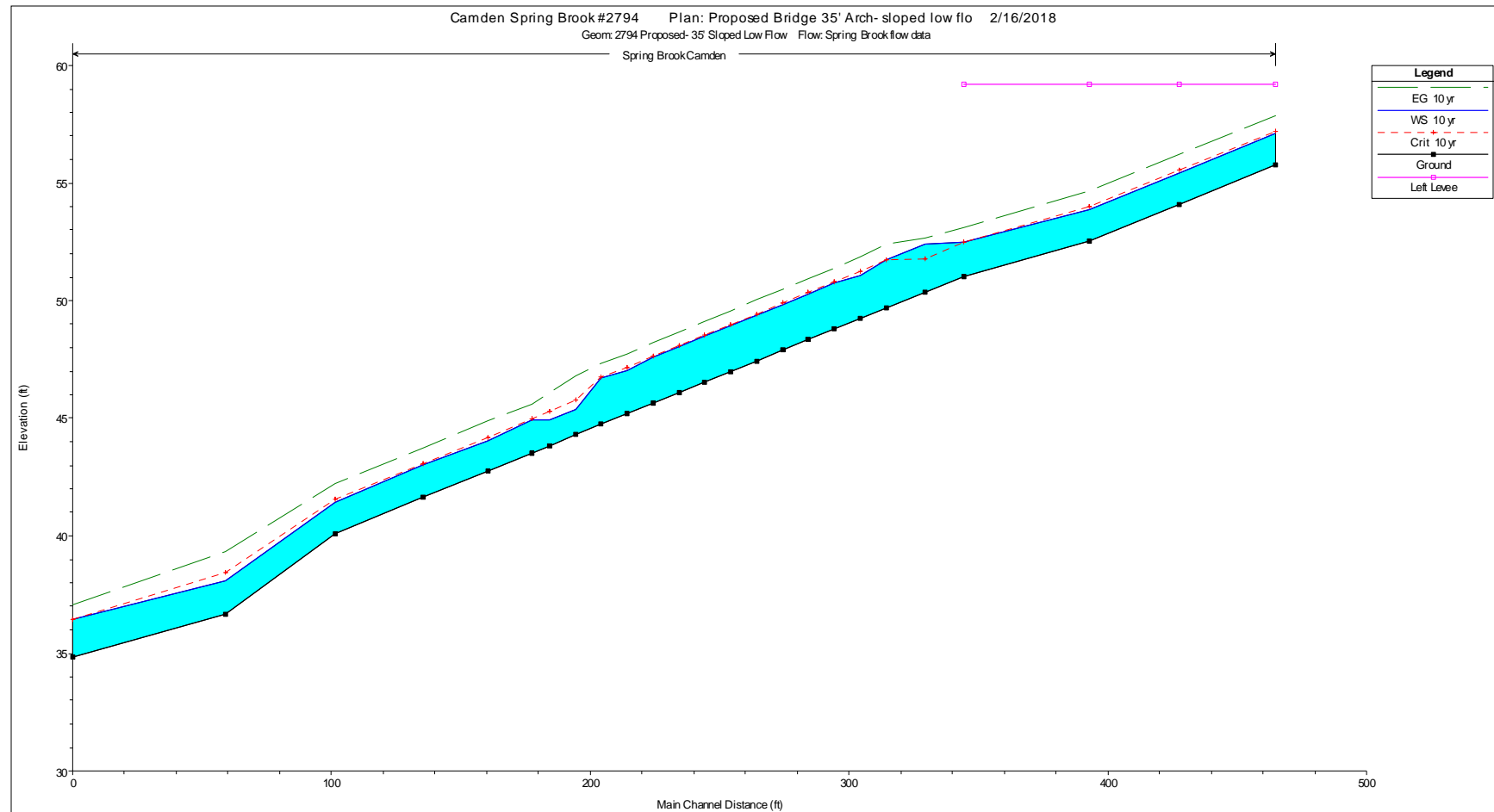
Plan: sloped Spring Brook Camden RS: 57 Profile: 500 yr

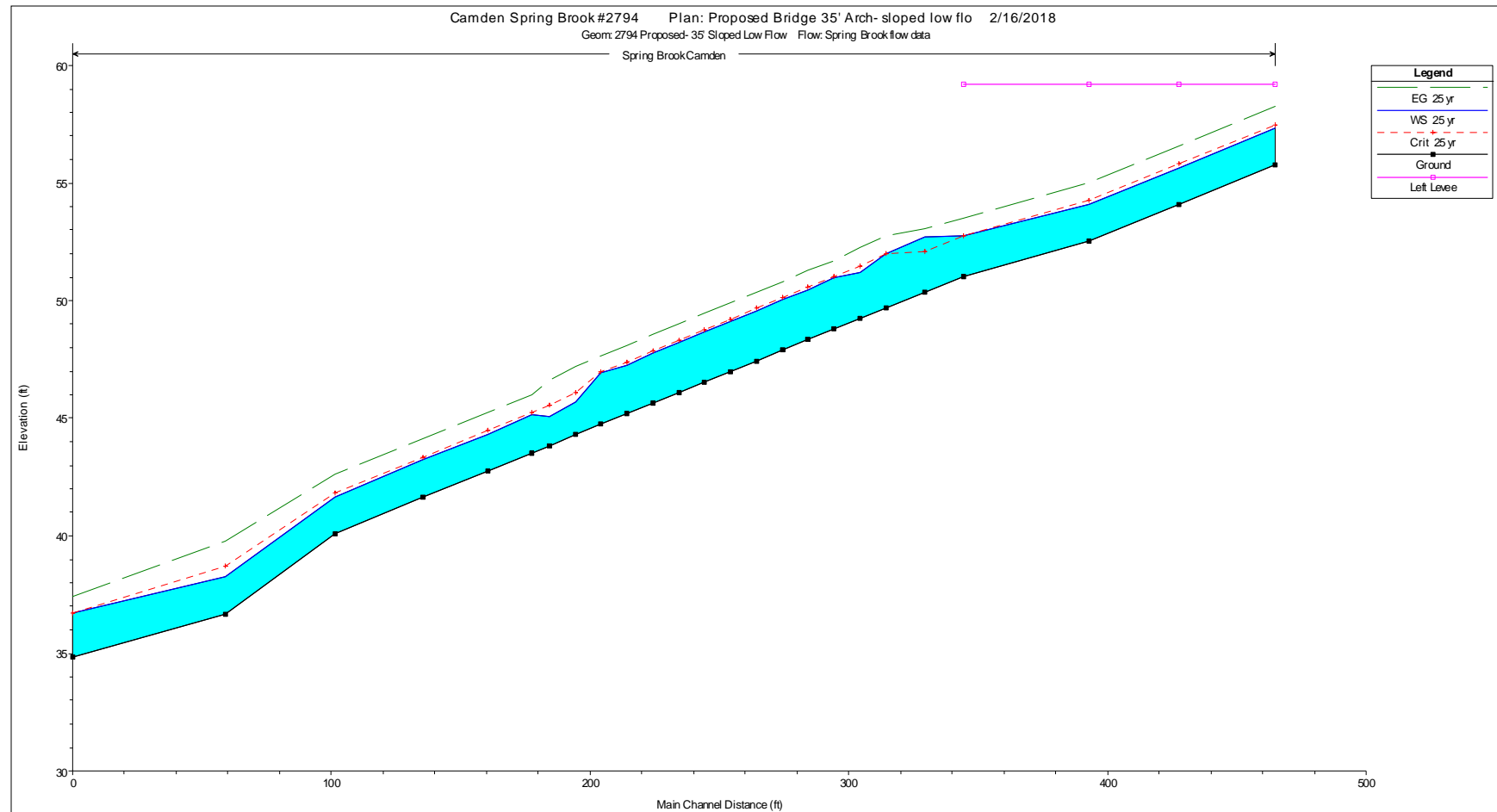
E.G. Elev (ft)	38.57	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.06	Wt. n-Val.		0.050	
W.S. Elev (ft)	37.51	Reach Len. (ft)			
Crit W.S. (ft)	37.51	Flow Area (sq ft)		65.21	
E.G. Slope (ft/ft)	0.030568	Area (sq ft)		65.21	
Q Total (cfs)	538.90	Flow (cfs)		538.90	
Top Width (ft)	30.85	Top Width (ft)		30.85	
Vel Total (ft/s)	8.26	Avg. Vel. (ft/s)		8.26	
Max Chl Dpth (ft)	2.67	Hydr. Depth (ft)		2.11	
Conv. Total (cfs)	3082.3	Conv. (cfs)		3082.3	
Length Wtd. (ft)		Wetted Per. (ft)		32.51	
Min Ch El (ft)	34.84	Shear (lb/sq ft)		3.83	
Alpha	1.00	Stream Power (lb/ft s)	179.50	0.00	0.00
Frctn Loss (ft)		Cum Volume (acre-ft)			
C & E Loss (ft)		Cum SA (acres)			

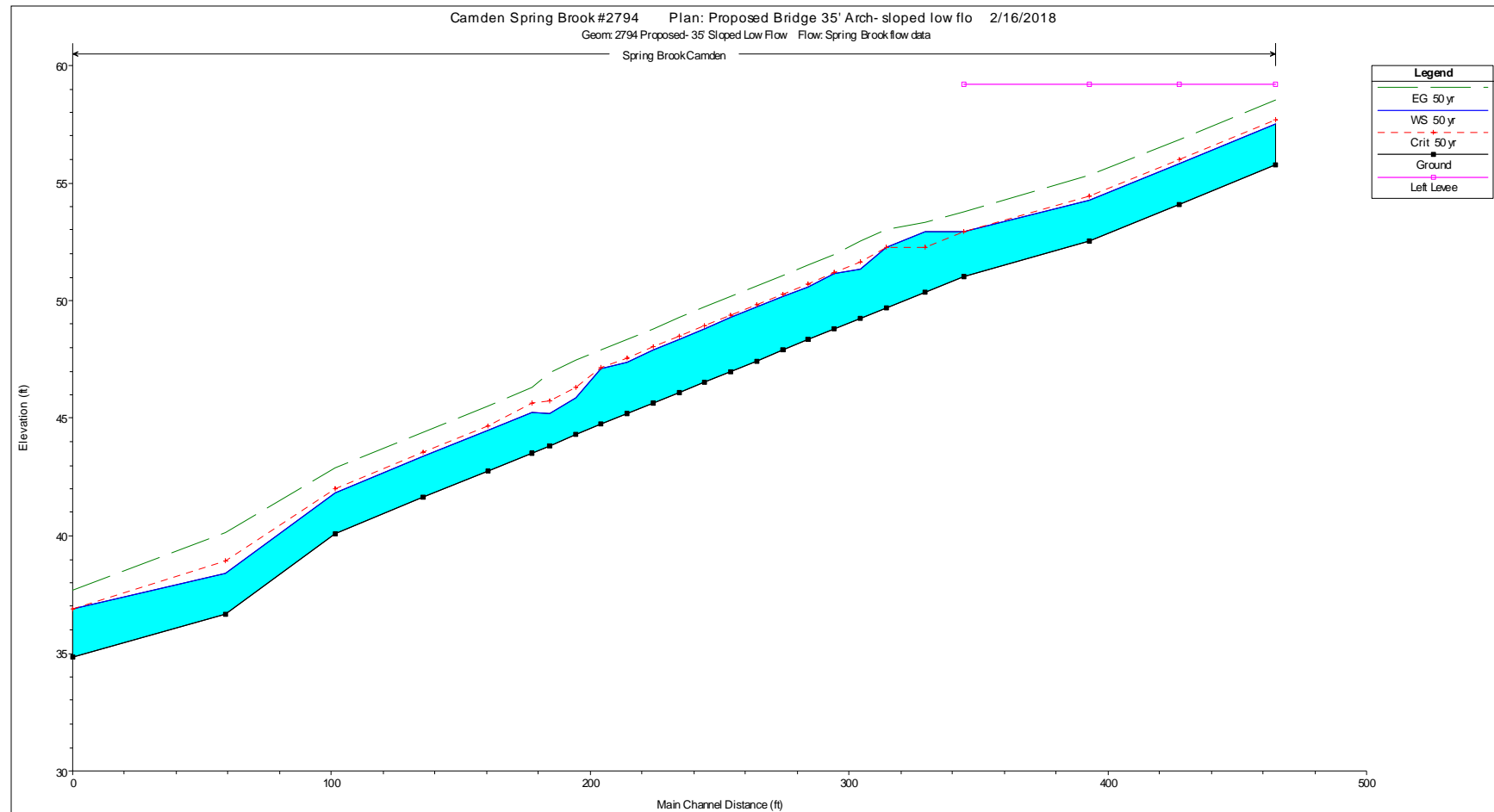
Plan: sloped Spring Brook Camden RS: 57 Profile: Field Observed F

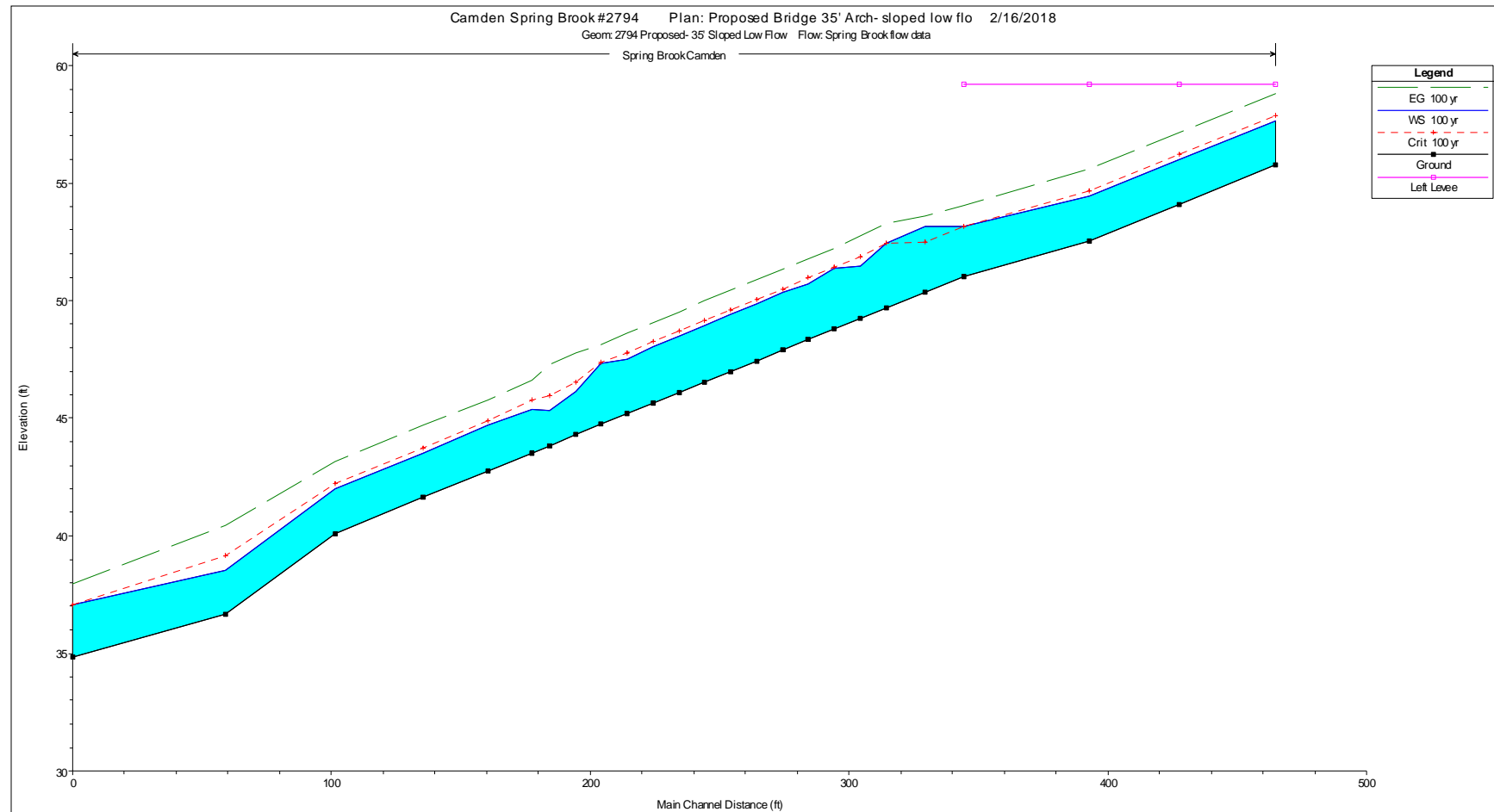
E.G. Elev (ft)	38.81	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.13	Wt. n-Val.		0.050	
W.S. Elev (ft)	37.68	Reach Len. (ft)			
Crit W.S. (ft)	37.68	Flow Area (sq ft)		70.38	
E.G. Slope (ft/ft)	0.030130	Area (sq ft)		70.38	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	31.32	Top Width (ft)		31.32	
Vel Total (ft/s)	8.53	Avg. Vel. (ft/s)		8.53	
Max Chl Dpth (ft)	2.84	Hydr. Depth (ft)		2.25	
Conv. Total (cfs)	3456.6	Conv. (cfs)		3456.6	
Length Wtd. (ft)		Wetted Per. (ft)		33.13	
Min Ch El (ft)	34.84	Shear (lb/sq ft)		4.00	
Alpha	1.00	Stream Power (lb/ft s)	179.50	0.00	0.00
Frctn Loss (ft)		Cum Volume (acre-ft)			
C & E Loss (ft)		Cum SA (acres)			

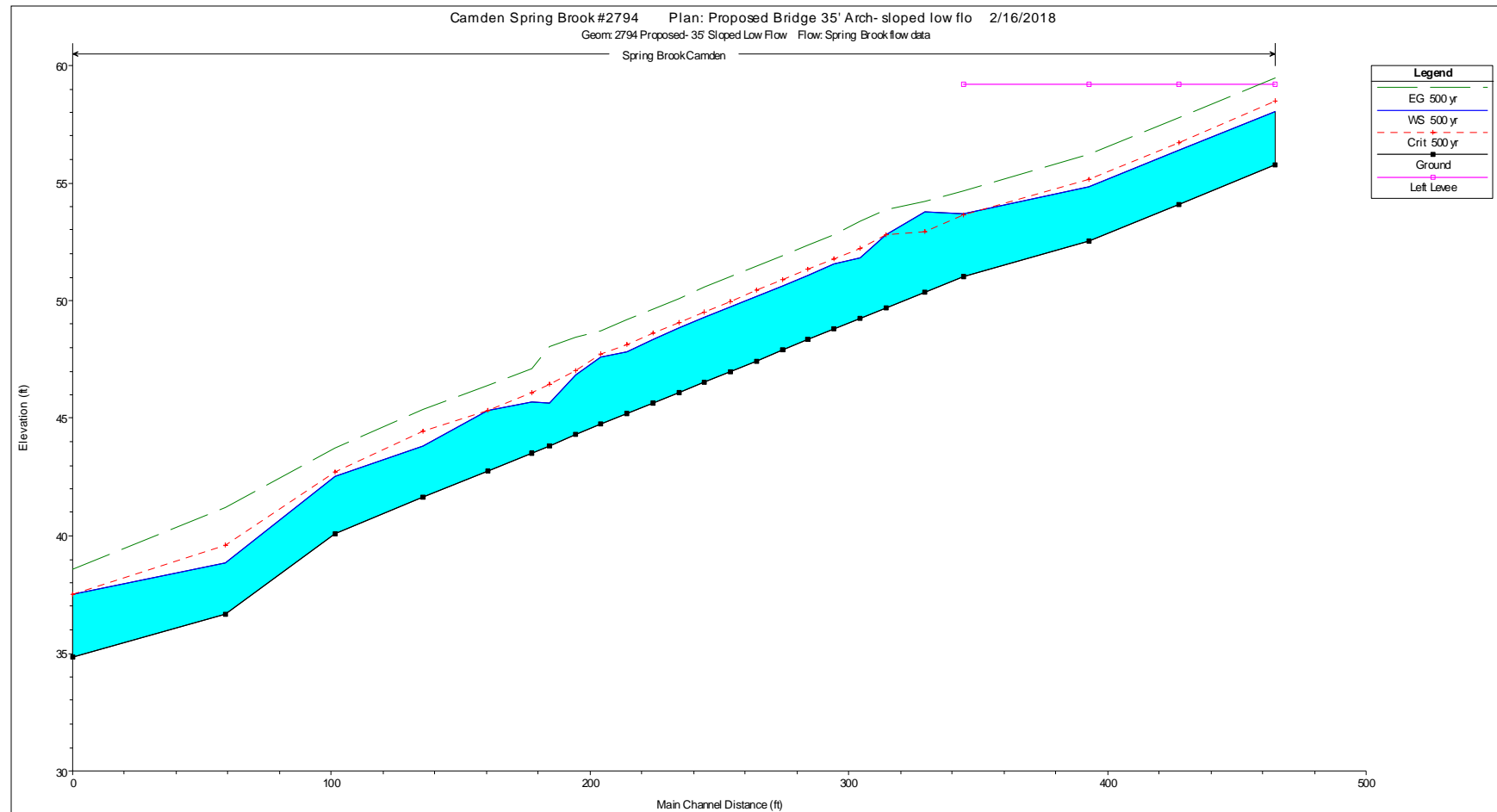


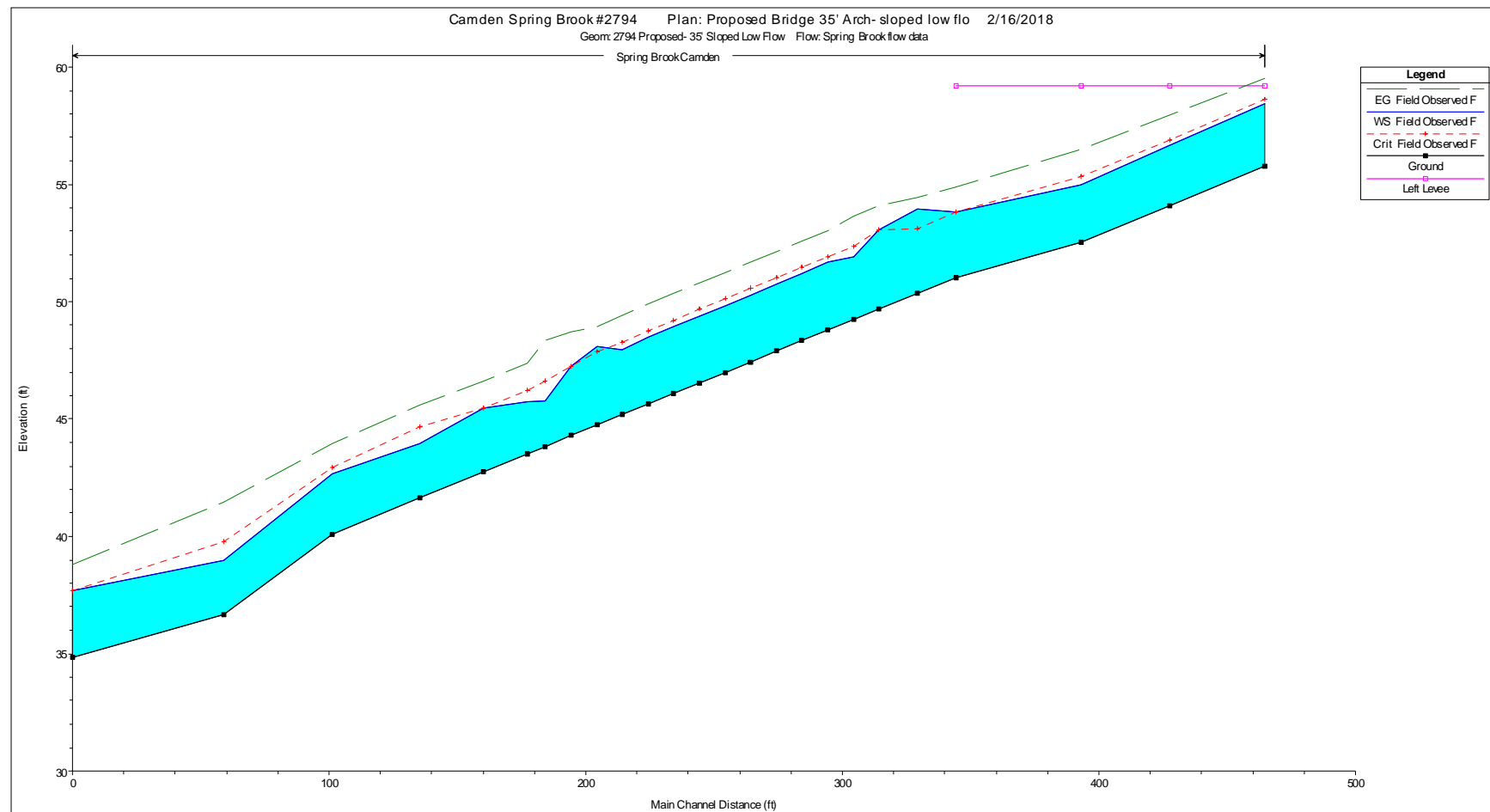












02/20/2018

Performed by: Kendra Nash

Inputs/Knowns: From Hec-Ras

Plan: sloped Spring Brook Camden RS: 410 Profile: Field Observed F

E.G. Elev (ft)	54.87	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.04	Wt. n-Val.		0.050	
W.S. Elev (ft)	53.83	Reach Len. (ft)	35.00	15.00	15.00
Crit W.S. (ft)	53.80	Flow Area (sq ft)		73.47	
E.G. Slope (ft/ft)	0.028604	Area (sq ft)		73.47	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	34.22	Top Width (ft)		34.22	
Vel Total (ft/s)	8.17	Avg. Vel. (ft/s)		8.17	
Max Chl Dpth (ft)	2.80	Hydr. Depth (ft)		2.15	
Conv. Total (cfs)	3547.6	Conv. (cfs)		3547.6	
Length Wtd. (ft)	15.00	Wetted Per. (ft)		35.48	
Min Ch El (ft)	51.03	Shear (lb/sq ft)		3.70	
Alpha	1.00	Stream Power (lb/ft s)	319.61	132.30	0.00
Frctn Loss (ft)	0.27	Cum Volume (acre-ft)	0.00	0.51	0.00
C & E Loss (ft)	0.17	Cum SA (acres)	0.00	0.27	0.00

Plan: sloped Spring Brook Camden RS: 357 Profile: Field Observed F

E.G. Elev (ft)	54.11	Element	Left OB	Channel	Right OB
Vel Head (ft)	1.05	Wt. n-Val.		0.047	
W.S. Elev (ft)	53.06	Reach Len. (ft)	10.00	10.00	10.00
Crit W.S. (ft)	53.06	Flow Area (sq ft)		73.09	
E.G. Slope (ft/ft)	0.028788	Area (sq ft)		73.09	
Q Total (cfs)	600.00	Flow (cfs)		600.00	
Top Width (ft)	35.00	Top Width (ft)		35.00	
Vel Total (ft/s)	8.21	Avg. Vel. (ft/s)		8.21	
Max Chl Dpth (ft)	3.37	Hydr. Depth (ft)		2.09	
Conv. Total (cfs)	3536.3	Conv. (cfs)		3536.3	
Length Wtd. (ft)	10.00	Wetted Per. (ft)		38.82	
Min Ch El (ft)	49.69	Shear (lb/sq ft)		3.38	
Alpha	1.00	Stream Power (lb/ft s)	319.61	0.00	0.00
Frctn Loss (ft)	0.28	Cum Volume (acre-ft)		0.45	0.00
C & E Loss (ft)	0.00	Cum SA (acres)		0.24	0.00

Grain size particle of 50 percent passing: $D_{50} := 4.15 \text{ mm} = 0.0136 \text{ ft}$ Culvert inlet elevation: $elev_{inlet} := 49.69 \text{ ft}$ Culvert inlet water surface elevation: $ws_{inlet} := 53.06 \text{ ft}$ Inlet water depth: $y_0 := ws_{inlet} - elev_{inlet} = 3.37 \text{ ft}$

02/20/2018

Performed by: Kendra Nash

Scour condition

Upstream station (410) hydraulic depth: $y := 2.18 \text{ ft}$ Unit conversion factor: U.S. units $K_u := 11.17$ Upstream channel flow depth: $y_1 := y$ Bridge Opening Height: $h_b := 14 \text{ ft}$ Critical velocity: HEC 18 Equation 4.2 $V_c := K_u \cdot \left(\frac{y}{\text{ft}}\right)^{\frac{1}{6}} \cdot \left(\frac{D_{50}}{\text{ft}}\right)^{\frac{1}{3}} \cdot \frac{\text{ft}}{\text{s}} = 3.037 \frac{\text{ft}}{\text{s}}$ Velocity at river station 410 from field observed flood level $V := 8.17 \frac{\text{ft}}{\text{s}}$ $\text{scour} := \text{if}(V_c > V, \text{"clear-water contraction"}, \text{"live-bed contraction"}) = \text{"live-bed contraction"}$

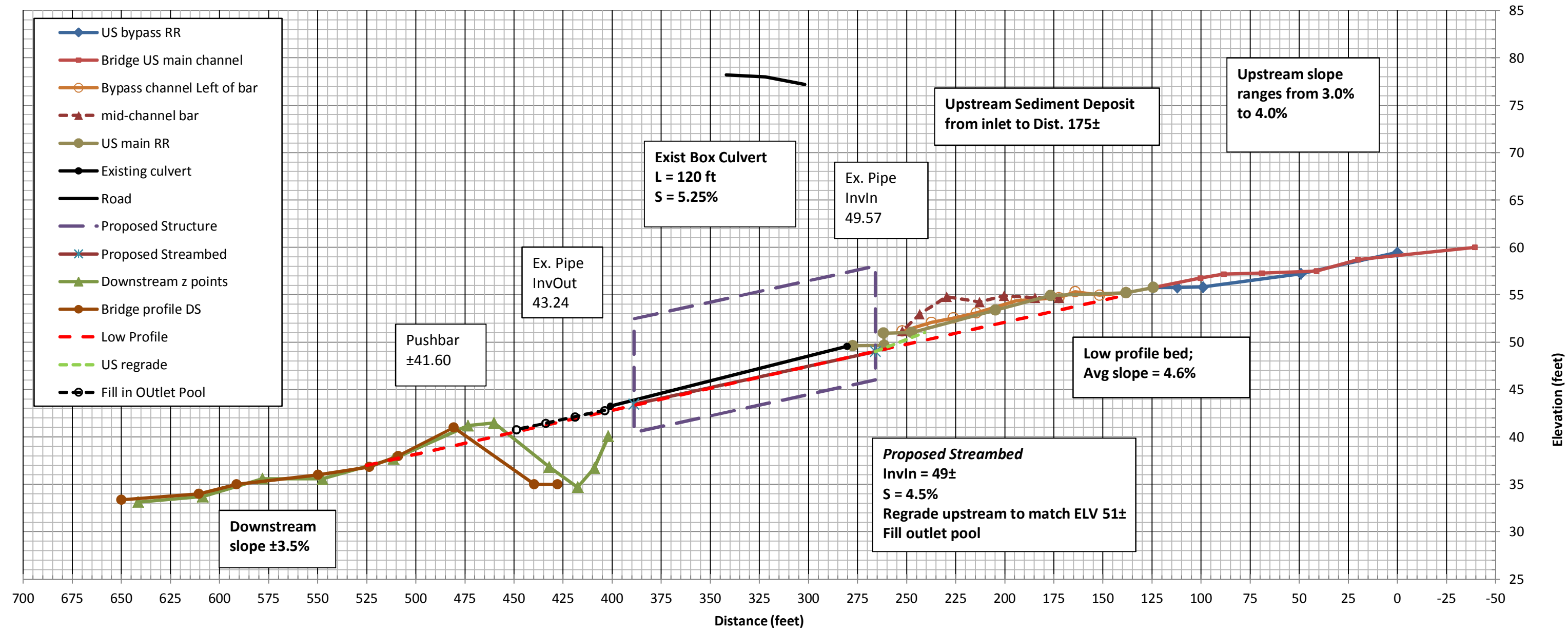
Open-Bottom Culverts: only for clear-water conditions, but will use to measure scour since no live-bed available

Unit conversion factor: English units $K_u := 0.84$ Flow through the culvert: $Q := 600 \frac{\text{ft}^3}{\text{s}}$ Width of culvert: $W_c := 35 \text{ ft}$ Flow area in culvert: use Microstation with flow depth $y_0 = 3.37 \text{ ft}$ $A_c := 72.087 \text{ ft}^2$ Length of upstream wingwalls: $L_{ww1} := 24.882 \text{ ft}$ $L_{ww2} := 25 \text{ ft}$ Flow area blocked by roadway: $A_{r1} := L_{ww1} \cdot y_0 = 83.852 \text{ ft}^2$ $A_{r2} := L_{ww2} \cdot y_0 = 84.25 \text{ ft}^2$ Discharge blocked by road embankment on one side of culvert: $Q_{BI} := \frac{\max(A_{r1}, A_{r2})}{A_{r1} + A_{r2} + A_c} \cdot Q = 210.459 \frac{\text{ft}^3}{\text{s}}$ Equation for y_{max} with wingwalls: HEC 18 Eqn. 6.10

$$y_{max} := K_u \cdot \left(\frac{Q_{BI}}{\frac{\text{ft}^3}{\text{s}}}\right)^{0.28} \cdot \left(\frac{\frac{Q}{\frac{\text{ft}^3}{\text{s}}}}{\frac{W_c}{\text{ft}} \cdot \left(\frac{D_{50}}{\text{ft}}\right)^{\frac{1}{3}}}\right)^{0.26} \cdot \text{ft} = 11.412 \text{ ft}$$

Scour depth: HEC 18 Eqn. 6.11 $y_s := y_{max} - y_0 = 8.042 \text{ ft}$

Camden Spring Brook (WIN 22608.00) -- Existing and proposed streambed profile



APPENDIX F

Traffic and Accident Data

**Darwin Inputs
UPDATE**

STATE OF MAINE
INTERDEPARTMENTAL MEMORANDUM

FILE: RTE 1

Date of Request: 1/4/2016 Return: 1/19/2016
Latest Date Needed By ?

To: Mike Morgan Dept.: MDOT, Bureau of Planning
From: Natasha Collins Dept.: Highway
Subject: Request for Traffic Information Project Manager: Ernie Martin/Bob Carrell
TOWN(S): Camden P.I.N. 18283.00 Consultant Proj ☐
COUNTY: Knox ROUTE: US Rte. 1

LOCATION/ DESCRIPTION: Highway Reconstruction; Extending Southerly 1.54 miles From the the Lincolnville town line

	Roadway Changes or Relocation (Attach Sketch)	Turning Movement needed (Provide Locations under Comments)	Other Please Describe Under Comments
Please Check Box if Applicable:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Prep By: MAM

	<u>Sec. 1</u>	<u>Sec. 1</u>	<u>Sec. 3</u>	<u>Sec. 4</u>	<u>Sec. 5</u>
<u>Description of Sections</u>	Camden - US 1 (Belfast St.) SW/O IR 570 (Park Ent.)	Camden - US 1 (Belfast St.) SW/O IR 570 (Park Ent.)			

1 Latest AADT (Year)	<u>7680(2013)</u>	<u>7680(2013)</u>	<u> </u>	<u> </u>	<u> </u>
2 Current <u>2017</u> AADT	<u>7680</u>	<u>7680</u>	<u> </u>	<u> </u>	<u> </u>
3 Future <u>2029</u> AADT	<u>8600</u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
4 Future <u>2037</u> AADT	<u> </u>	<u>9220</u>	<u> </u>	<u> </u>	<u> </u>
5 DHV - % of AADT	<u>10%</u>	<u>10%</u>	<u> </u> %	<u> </u> %	<u> </u> %
6 Design Hourly Volume	<u>860</u>	<u>922</u>	<u> </u>	<u> </u>	<u> </u>
7 % Heavy Trucks (AADT)	<u>7%</u>	<u>7%</u>	<u> </u> %	<u> </u> %	<u> </u> %
8 % Heavy Trucks (DHV)	<u>5%</u>	<u>5%</u>	<u> </u> %	<u> </u> %	<u> </u> %
9 Direct.Dist. (DHV)	<u>53%</u>	<u>53%</u>	<u> </u> %	<u> </u> %	<u> </u> %
10 18-KIP Equivalent P 2.0	<u>350</u>	<u>377</u>	<u> </u>	<u> </u>	<u> </u>
11 18-KIP Equivalent P 2.5	<u>334</u>	<u>359</u>	<u> </u>	<u> </u>	<u> </u>
	2017-2029	2017-2037			

Notes or Remarks: 18-Kip ESALS is based on 12 & 20 year life

PLEASE PROVIDE: (1) PIN NUMBER, (2) THE CURRENT & FUTURE YEARS FOR WHICH YOU WANT AADT CALCULATED, AND SEND TO MIKE MORGAN. (A LOCATION MAP IS NO LONGER NEEDED.) TRAFFIC REQUESTS WILL BE FILLED ON A FIRST COME / SERVE BASIS. PLEASE SEND WHEN PROJECT KICKS OFF!!

Need Only Data Items Numbered

Comments:

State of Maine
Department of Transportation
MEMORANDUM

To: Mark Parlin Date: Tuesday July 21, 2015

From: Kara Zadakis and Ed Hanscom, Transportation Analysis

Subject: Camden Traffic Data Analysis (22608.00 & 22610.00)

MaineDOT has two bridge projects planned for US 1 in Camden at Spring Brook and Great Brook. The following document provides a capacity analysis for a one-lane, two-way alternating traffic construction zone or temporary bridge along US 1 in Camden.

The analysis was conducted using the permanent count station along US 1 in Rockport which reflects the increase in traffic during the summer months. The AADT in Rockport in 2014 was approximately 12820 vehicles per day. The hourly volumes from the permanent count station data were scaled to reflect the 2014 AADT of 6510 in Camden at both bridge project locations. Summer ADT often exceeds 8000 vehicles per day. From the analysis, the high-hour summer volume, which is likely to occur on a Friday, is less than 800 vehicles per hour, based on seasonal patterns from the permanent count station.

The hourly volumes for Camden were used in the MaineDOT Highway Queuing spreadsheet with a construction zone length of 500 feet, free-flow speed in the work zone of 20mph, and 8% heavy vehicles to obtain a maximum one-lane capacity of 1100 vehicles per hour. With this capacity, there will be no excess vehicle demand based on the high-hour summer volume of fewer than 800 vehicles per hour. Therefore, one-lane operation through the work zone, whether by a temporary bridge or by the existing bridge during stage construction, should accommodate summer traffic at both project locations without capacity issues or excessive delay. Traffic flow through the two bridge locations should be managed as two distinct work zones.

Mile Marker and Station Relationship

Town Line = 159+42.00
Mile Marker 139.20

#	Crash Report #	Crash Date	Crash Mile Point	Distance in Feet	Station	Crashes close to sideroads
1	2013-24379	09/16/13	137.79	7,444.80	84+97.20	
2	2013-19887	08/11/13	138.08	5,913.60	100+28.40	
3	2012-34547	08/03/12	138.15	5,544.00	103+98.00	4
4	2013-24826	09/27/13	138.17	5,438.40	105+03.60	
5	2012-870	01/12/12	138.42	4,118.40	118+23.60	
6	2012-47150	12/08/12	138.57	3,326.40	126+15.60	
7	2011-20621	12/25/11	138.60	3,168.00	127+74.00	
8	2013-26004	10/19/13	138.65	2,904.00	130+38.00	
9	2013-14018	06/07/13	138.67	2,798.40	131+43.60	
10	2012-31259	06/22/12	138.67	2,798.40	131+43.60	
11	2012-30095	06/06/12	138.68	2,745.60	131+96.40	3
12	2013-21664	08/03/13	138.72	2,534.40	134+07.60	
13	2012-40249	10/02/12	138.77	2,270.40	136+71.60	5
14	2013-3945	02/08/13	138.88	1,689.60	142+52.40	6
15	2011-11355	09/26/11	138.89	1,636.80	143+05.20	1
16	2011-15878	11/12/11	138.89	1,636.80	143+05.20	2

Crashes close to sideroads, sorted by date

#	Crash Discription
1	Moose Crash
2	Due to Intersection, vehicle turning down Millay Rd, other vehicle couldn't come to a stop in time
3	driver had medical issue, was most likely turning down Salmon Run
4	Due to Intersection, vehicle turning down Springbrook Rd, other vehicle couldn't come to a stop in time
5	Deer Crash
6	Due to Intersection, vehicle turning down side road across from Millay Rd, other vehicle couldn't come to a stop in time

Note- Several accidents due to vehicles turning left into a driveway, business or sideroad and vehicles not having enough time to stop...

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

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

REPORT DESCRIPTION

Rte 1 from Mount Battie Rd to Lincolnville town line in Camden

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2013 End Month: 12

Route: 0001X

Start Node: 30581

Start Offset: 0

☐ Exclude First Node

End Node: 48725

End Offset: 0

☐ Exclude Last Node

Crash Summary I

Nodes														
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Annual M Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
30581	0001X - 137.53	Int of BELFAST RD, INV 1300570 RD	1	1	0	0	0	0	1	0.0	2.813	0.12	0.30	0.00
												Statewide Crash Rate:	0.09	
30635	0001X - 137.57	Int of BELFAST RD INV 1301006 RD	1	0	0	0	0	0	0	0.0	2.603	0.00	0.30	0.00
												Statewide Crash Rate:	0.09	
48725	0001X - 139.21	TL - Camden, Lincolnville	1	0	0	0	0	0	0	0.0	1.287	0.00	0.35	0.00
												Statewide Crash Rate:	0.09	
Study Years: 3.00				NODE TOTALS:		1	0	0	0	0	1	0.0	6.703	0.21
												0.05	0.24	

Crash Summary I

Sections																				
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF			
30581	30635	3131936	0 - 0.04	0001X - 137.53	0.04	1	0	0	0	0	0	0	0.0	0.00102	0.00	374.83	0.00			
Int of BELFAST RD, INV 1300570 RD				US 1	Statewide Crash Rate: 91.85															
48725	30635	3109133	0 - 1.64	0001X - 137.57	1.64	1	17	0	0	2	5	10	41.2	0.04220	134.28	157.29	0.00			
TL - Camden, Lincolnville				US 1	Statewide Crash Rate: 91.85															
Study Years:		3.00		Section Totals:			1.68		17		0	0	2	5	10	41.2	0.04322	131.11	156.56	0.84
				Grand Totals:			1.68		18		0	0	2	5	11	38.9	0.04322	138.82	191.51	0.72

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
30581	30635	3131936	0 - 0.04	0001X - 137.53	0	0	0	0	0	0				
48725	30635	3109133	0 - 1.64	0001X - 137.57	17	0	0	2	5	10	2011-5142	07/13/2011	137.60	PD
											2013-24379	09/26/2013	137.79	PD
											2013-19887	08/11/2013	138.08	B
											2012-34547	08/03/2012	138.15	PD
											2013-24826	09/27/2013	138.17	C
											2012-870	01/12/2012	138.42	C
											2012-47150	12/08/2012	138.57	PD
											2011-20621	12/25/2011	138.60	PD
											2013-26004	10/19/2013	138.65	C
											2013-14018	06/07/2013	138.67	PD
											2012-31259	06/22/2012	138.67	PD
											2012-30095	06/06/2012	138.68	B
											2013-21664	08/30/2013	138.72	C
											2012-40249	10/02/2012	138.77	PD
											2013-3945	02/08/2013	138.88	PD
											2011-11355	09/26/2011	138.89	C
											2011-15878	11/12/2011	138.89	PD
Totals:					17	0	0	2	5	10				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM											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	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2									
MONDAY	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	2									
TUESDAY	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1									
WEDNESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2									
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2									
FRIDAY	0	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	1	0	0	0	0	1	0	0	0	6									
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3									
Totals	0	0	0	0	0	1	0	0	1	0	1	3	2	2	2	1	1	1	1	0	1	1	0	0	0	18									

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	19	23-Bicyclist	0
2-(Sport) Utility Vehicle	1	24-Witness	8
3-Passenger Van	2	25-Other	0
4-Cargo Van (10K lbs or Less)	0	Total	37
5-Pickup	4		
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 Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	3		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

Crash Summary II - Characteristics

Crashes by Driver Action at Time of Crash

Driver Action at Time of Crash	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
No Contributing Action	7	9	0	0	0	0	16
Ran Off Roadway	1	0	0	0	0	0	1
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0
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	1	0	0	0	0	0	1
Improper Turn	0	0	0	0	0	0	0
Improper Backing	1	0	0	0	0	0	1
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	1	2	0	0	0	0	3
Failed to Keep in Proper Lane	2	0	0	0	0	0	2
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	1	0	0	0	0	0	1
Over-Correcting/Over-Steering	1	0	0	0	0	0	1
Other Contributing Action	1	0	0	0	0	0	1
Unknown	2	0	0	0	0	0	2
Total	18	11	0	0	0	0	29

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	15	11	0	0	0	0	26
Physically Impaired or Handicapped	1	0	0	0	0	0	1
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	1	0	0	0	0	0	1
Asleep or Fatigued	1	0	0	0	0	0	1
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	18	11	0	0	0	0	29

Driver Age by Unit Type

Age	Driver	Bicycle	SnowMobile	Pedestrian	ATV	Total
09-Under	0	0	0	0	0	0
10-14	0	0	0	0	0	0
15-19	1	0	0	0	0	1
20-24	1	0	0	0	0	1
25-29	3	0	0	0	0	3
30-39	6	0	0	0	0	6
40-49	6	0	0	0	0	6
50-59	0	0	0	0	0	0
60-69	7	0	0	0	0	7
70-79	3	0	0	0	0	3
80-Over	2	0	0	0	0	2
Unknown	0	0	0	0	0	0
Total	29	0	0	0	0	29

Crash Summary II - Characteristics

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

Traffic Control Devices		
Traffic Control Device	Total	
1-Traffic Signals (Stop & Go)	0	
2-Traffic Signals (Flashing)	0	
3-Advisory/Warning Sign	0	
4-Stop Signs - All Approaches	0	
5-Stop Signs - Other	0	
6-Yield Sign	0	
7-Curve Warning Sign	0	
8-Officer, Flagman, School Patrol	0	
9-School Bus Stop Arm	0	
10-School Zone Sign	0	
11-R.R. Crossing Device	0	
12-No Passing Zone	0	
13-None	18	
14-Other	0	
Total	18	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	2	3
C	5	8
PD	11	0
Total	18	11

Road Character	
Road Grade	Total
1-Level	12
2-On Grade	4
3-Top of Hill	1
4-Bottom of Hill	1
5-Other	0
Total	18

Light	
Light Condition	Total
1-Daylight	14
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	0
5-Dark - Not Lighted	4
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	18

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2011	2012	2013	Total
JANUARY	0	1	0	1
FEBRUARY	0	0	2	2
MARCH	0	0	0	0
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	0	2	1	3
JULY	1	0	0	1
AUGUST	0	1	2	3
SEPTEMBER	1	0	2	3
OCTOBER	0	1	1	2
NOVEMBER	1	0	0	1
DECEMBER	1	1	0	2
Total	4	6	8	18

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 Intersection	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	3	0	1	0	0	4	0	0	0	0	0	0	0	8
Head-on / Sideswipe	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0	0	1	0	0	0	0	0	0	0	4
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Moose	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	2	1	0	0	5	0	0	0	0	0	0	0	18

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	1	0	0	0	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	2	0	0	0	0	0	0	0	0	0	0	2
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	7	0	0	0	0	0	0	0	0	0	0	7
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	3	0	0	0	0	0	0	0	0	0	0	3
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

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

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	1	0	0	0	1
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	2	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	12	0	0	0	0	0	0	4	0	0	0	18

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Reporting Agency ME0070100		Report Number C13-0375		Crash Date 2/11/2013		Crash Time 11:35		At Scene Date 2/11/2013		At Scene Time 11:40	
City or Town Camden			Street or Highway BELFAST ST			Nearest Intersecting Street Int of BELFAST ST, INV 1300570 RD			<input type="checkbox"/> Off Road		
Direction FROM Nearest Intersection to Crash Site <input checked="" type="checkbox"/> At Intersection <input type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. <input type="checkbox"/> Feet <input type="checkbox"/> Miles		Latitude 44.230180			Longitude -69.047320		
Node 1 30581		Node 2 0		Measurement Node		Distance to Scene 0 Miles 0 Tenths		Posted Speed Limit Miles 40 Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45	
(F1) Type of Crash 2 - Rear End / Sideswipe						(F2) Type of Location 3 - Three Leg Intersection					
(F3) Weather Condition 6 - Snow						(F4) Light Condition 1 - Daylight					
(F5) Road Grade 1 - Level						(F6) Road Surface Condition 3 - Snow					
(F7) Traffic Control Device 13 - None						Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk					
(F8) Location of First Harmful Event 1 - On Roadway						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
(F9) Contributing Circumstances - Environment 1 2 - Weather Conditions						(F9) Contributing Circumstances - Environment 2 1 - None					
(F10) Contributing Circumstances - Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)						(F10) Contributing Circumstances - Road 2 1 - None					
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk					
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone					
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No					
<p>NARRATIVE</p> <p>Unit#1 was plowing snow on Rt. 1 heading south. Operator is employed by the Farley & Son Landscaping company for winter road maintenance of Rt. 1. Unit#2 was travelling behind Unit#1 also heading Rt. 1 south. For an unknown reason Unit#1 stopped in traffic on Rt. 1 and started to back up in the area of the entrance to Camden Hills State Park. Operator of Unit#2 stated that she had come to a stop in the south bound lane. Unit#2 operator stated that vehicles were backed up behind her. Unit#1 did not see Unit#2 stopped behind them. Unit#1 backed up and struck Unit#2 in the front of the vehicle. Operator of Unit#1 told the operator of Unit#2 that he was tired and had been plowing snow for several hours.</p>						<p>CRASH DIAGRAM</p>					
Witness Last Name		First		MI		Address		City		State Zip	
Witness Last Name		First		MI		Address		City		State Zip	
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private					
Property Owner Name						Address		City		State Zip	
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private					
Property Owner Name						Address		City		State Zip	
Reporting Officer Det Curt Andrick				Badge# 304		Report Date 2/11/2013		Approved By Sgt John Tooley		Approved Date 2/14/2013	

Report Number
C13-0375

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN 1HTGGATR81H403921	License Plate 6A4785	State ME	17 - Medium/Heavy Trucks (More than 10,000 lbs)												
<input type="checkbox"/> No Insurance		NAIC	Insurance Company Name Continental Western Insurance				Insurance Policy Number CAA029750313										
(U2) Vehicle Make 29 - INTERNATIONAL				Vehicle Year 2001		(U3) Vehicle Color 9 - Purple,Orange,Other											
(U4) Vehicle Configuration 99 - Other Truck Greater Than 10,000 lbs. (not listed above)				GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input checked="" type="checkbox"/> > than 26,000 lbs.													
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input type="checkbox"/> Northbound <input checked="" type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown													
(U5) Special Function Vehicle 1 - No Special Function				<input type="checkbox"/> Exempt Vehicle		Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No											
Extent of Damage <input checked="" type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input type="checkbox"/> Towed Due to Disabling Damage																	
(U6) Most Damaged Area				(U7) Most Harmful Event 13 - Motor Vehicle in Transport													
(U8) Pre Crash Actions 20 - Backing				(U9) Contributing Circumstances - Vehicle 1 - None													
(U10) Sequence of Events 1 50 - No Other Events				(U10) Sequence of Events 2													
(U10) Sequence of Events 3				(U10) Sequence of Events 4													
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> License Number 9644277 <input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended State ME License Class A Endorsements 0 Restrictions 0 <input type="checkbox"/> Last Known Operator																	
DRIVER Last Name Simendinger, Bret				First Name		MI		DRIVER Address 113 Broadway , Rockland ME 04841				City State Zip					
Citation Number Pending <input type="checkbox"/>				Violation 1				Violation 2									
OWNER Last Name (skip if same as Driver) First Name Farley & Son Landscaping				MI		OWNER Address 310 Commercial Street, Rockport ME 04856				City State Zip							
(D1) Driver Distracted By 1 - Not Distracted				(D2) Condition at Time of Crash 5 - Asleep or Fatigued													
(D3) Driver Actions at Time of Crash 1 11 - Improper Backing				(D3) Driver Actions at Time of Crash 2 11 - Improper Backing													
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)				<input type="checkbox"/> Alcohol Test Result Pending				Alcohol BAC Result									
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other				Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending													
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner																	
SEAT ROW SEAT POSITION SEAT POSITION OTHER AIRBAG DEPLOYED RESTRAINT SYSTEM INJURY TYPE INJURY AREA INJURY DEGREE 1-Front Row 1-Left (driver) 1-Sleeper Section of Cab (truck) 1-Not Applicable 1-Not Applicable 1-Amputation 1-Face 1-Fatal 2-Second Row 2-Middle 2-Other Enclosed Cargo Area 2-Not Deployed 2-None Used - Motor Vehicle Occupant 2-Bleeding 2-Head 2-Incapacitating 3-Third Row 3-Right 3- Unenclosed Cargo Area 3-Deployed - Front 3-Shoulder and Lap Belt Used 3-Broken Bones 3-Neck 3-NonIncapacitating 4-Fourth Row 4-Other 4-Trailing Unit 4-Deployed - Side 4-Shoulder Belt Only Used 4-Burns 4-Back 4-Possible Injury 5-Other Row 5-Unknown 5-Riding on Motor Vehicle Ext (non-trailing unit) 5-Deployed - Other (knee, air belt,...) 5-Lap Belt Only Used 5-Concussion 5-Arm(s) 5-No Injury 6-Unknown 6-Unknown 6-Deployed - Combination 6-Deployment - Curtain 6-Child Restraint - Forward Facing 6-Shock 6-Leg(s) 6-Leg(s) EJECTED HELMET USE 7-Child Restraint - Rear Facing 7-Dizziness 7-Chest Stomach INJURY INFO SOURCE 1-Not Ejected 1-DOT-Compliant Motorcycle Helmet 8-Child Restraint - Used Incorrectly 8-Abrasion/Bruises 8-Internal 1-Officer Observation 2-Ejected Partially 2-Other Helmet 9-Child Restraint - Used Incorrectly 9-Complaint of Pain 9-Entire Body 2-Individual Statement 3-Ejected Totally 3-No Helmet 10-Booster Seat 10-Other 10-Other 3-Medical, Paramedical Observation 11-Child Restraint - Other																	
AMB CODES - see code sheet																	
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians			Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	Simendinger, Bret			M	03/07/86	1	1		1	1	3	3	5			2	1

Report Number
C13-0375

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 2	<input type="checkbox"/> Hit Run?	VIN JF1SF6352WG767193	License Plate 3966SW	State ME	(U1) Unit Type 1 - Passenger Car
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name Geico Insurance	Insurance Policy Number 4252-16-99-84		

(U2) Vehicle Make 65 - SUBARU	Vehicle Year 1998	(U3) Vehicle Color 5 - Green
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(U4) Vehicle Configuration	GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.
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Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Vehicle Travel Direction <input type="checkbox"/> Northbound <input checked="" type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown
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(U5) Special Function Vehicle 1 - No Special Function	<input type="checkbox"/> Exempt Vehicle	Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No
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Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input checked="" type="checkbox"/> Functional Damage <input type="checkbox"/> Towed Due to Disabling Damage
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(U6) Most Damaged Area 12 - Front	(U7) Most Harmful Event 8 - Other Non-Collision
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(U8) Pre Crash Actions 11 - Stopped in traffic	(U9) Contributing Circumstances - Vehicle 1 - None
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(U10) Sequence of Events 1 50 - No Other Events	(U10) Sequence of Events 2
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(U10) Sequence of Events 3	(U10) Sequence of Events 4
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<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator	License Number 3154238	<input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended	State ME	License Class C	Endorsements 0	Restrictions A
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DRIVER Last Name Swan, Sara R	First Name MI	DRIVER Address 2292 Winslows Mill Road, Waldoboro ME 04572	City ME	State ME	Zip 04572
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Citation Number <input type="checkbox"/> Pending <input type="checkbox"/>	Violation 1	Violation 2
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OWNER Last Name (skip if same as Driver) First Name Martin, Elmer R	MI MI	OWNER Address 2292 Winslows Mills Road, Waldoboro ME 04572	City ME	State ME	Zip 04572
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(D1) Driver Distracted By 1 - Not Distracted	(D2) Condition at Time of Crash 1 - Apparently Normal
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(D3) Driver Actions at Time of Crash 1 1 - No Contributing Action	(D3) Driver Actions at Time of Crash 2
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Alcohol Test <input type="checkbox"/> Breath <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)	<input type="checkbox"/> Alcohol Test Result Pending	Alcohol BAC Result
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Drug Test <input type="checkbox"/> Urine <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Other	Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending
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(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
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(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
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(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers
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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 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown	SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown	SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3-Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6-Unknown	AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain	RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other	INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other	INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other	INJURY DEGREE 1-Fatal 2-Incapacitating 3-NonIncapacitating 4-Possible Injury 5-No Injury
EJECTED 1-Not Ejected 2-Ejected Partially 3-Ejected Totally	HELMET USE 1-DOT-Compliant Motorcycle Helmet 2-Other Helmet 3-No Helmet	INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation					

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	Swan, Sara R	M	05/21/79	1	1		2	1	3	3	5			2	1

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Reporting Agency ME0070100		Report Number C11-2791		Crash Date 7/13/2011		Crash Time 17:00		At Scene Date 7/13/2011		At Scene Time 17:20				
City or Town Camden				Street or Highway BELFAST ST				Nearest Intersecting Street Int of BELFAST ST, INV 1301006 RD				<input type="checkbox"/> Off Road		
Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input checked="" type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. 172 <input checked="" type="checkbox"/> Feet <input type="checkbox"/> Miles		Latitude 44.231090		Longitude -69.046910						
Node 1 48725		Node 2 30635		Measurement Node 30635		Distance to Scene M1es T:61s		Posted Speed Limit Miles 35 Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25	<input type="checkbox"/> Not Posted 45			
(F1) Type of Crash 2 - Rear End / Sideswipe						(F2) Type of Location 1 - Straight Road								
(F3) Weather Condition 2 - Cloudy						(F4) Light Condition 1 - Daylight								
(F5) Road Grade 1 - Level						(F6) Road Surface Condition 1 - Dry								
(F7) Traffic Control Device 13 - None						Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unk								
(F8) Location of First Harmful Event 1 - On Roadway						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No								
(F9) Contributing Circumstances - Environment 1 1 - None						(F9) Contributing Circumstances - Environment 2								
(F10) Contributing Circumstances - Road 1 1 - None						(F10) Contributing Circumstances -Road 2 1 - None								
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk								
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone								
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No								
NARRATIVE While traveling North on Belfast Road (US Rte 1) Unit 2 stopped for vehicle's that were stopped in front of him waiting for pedestrians to cross the roadway. Unit 1 failed to stop in time and rear ended Unit 2. There was no crosswalk at this location and the pedestrians did not stay at the accident scene. All parties at the scene stated that they had no injuries.						CRASH DIAGRAM 								
Witness Last Name Tatgenhorst, Jim		First		MI		Address 473 Monroe Rd, Winterport ME 04496		City		State		Zip		
Witness Last Name		First		MI		Address		City		State		Zip		
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private								
Property Owner Name						Address						City	State	Zip
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private								
Property Owner Name						Address						City	State	Zip
Reporting Officer Ofc Allen Weaver				Badge# 308		Report Date 7/13/2011		Approved By Ofc John Tooley		Approved Date 7/19/2011				

Report Number
C11-2791

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN 4S3BK675XX7306535	License Plate 808ALF	State ME	(U1) Unit Type 1 - Passenger Car
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name Concord General Mutual Ins. Co		Insurance Policy Number 1102462	

(U2) Vehicle Make 65 - SUBARU	Vehicle Year 1999	(U3) Vehicle Color 5 - Green
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(U4) Vehicle Configuration	GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.
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Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown
--	---	--

(U5) Special Function Vehicle 1 - No Special Function	<input type="checkbox"/> Exempt Vehicle	Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No
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Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input checked="" type="checkbox"/> Functional Damage <input type="checkbox"/> Towed Due to Disabling Damage
--

(U6) Most Damaged Area 12 - Front	(U7) Most Harmful Event 13 - Motor Vehicle in Transport
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(U8) Pre Crash Actions 1 - Following roadway	(U9) Contributing Circumstances - Vehicle 1 - None
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(U10) Sequence of Events 1 50 - No Other Events	(U10) Sequence of Events 2
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(U10) Sequence of Events 3	(U10) Sequence of Events 4
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<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator	License Number 2074205	<input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended	State ME	License Class C	Endorsements	Restrictions A
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DRIVER Last Name Therault, Jennifer M	First Name	MI	DRIVER Address PO Box 292, Lincolnville ME 04849	City	State	Zip
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Citation Number Pending <input type="checkbox"/>	Violation 1	Violation 2
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OWNER Last Name (skip if same as Driver) First Name Therault, Jennifer M	MI	OWNER Address PO Box 292, Lincolnville ME 04849	City	State	Zip
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(D1) Driver Distracted By 1 - Not Distracted	(D2) Condition at Time of Crash 1 - Apparently Normal
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(D3) Driver Actions at Time of Crash 1 20 - Unknown	(D3) Driver Actions at Time of Crash 2 20 - Unknown
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Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)	<input type="checkbox"/> Alcohol Test Result Pending	Alcohol BAC Result
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Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other	Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending
--	--

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
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(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
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(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers
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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 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown	SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown	SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3-Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6-Unknown	AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain	RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other	INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other	INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other	INJURY DEGREE 1-Fatal 2-Incapacitating 3-NonIncapacitating 4-Possible Injury 5-No Injury
EJECTED 1-Not Ejected 2-Ejected Partially 3-Ejected Totally	HELMET USE 1-DOT-Compliant Motorcycle Helmet 2-Other Helmet 3-No Helmet	INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation					

AMB CODES - see code sheet

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians Last Name, First Name, Mi	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	Therault, Jennifer M	F	08/27/74	1	1		2	1	3		5			2	1
2	Therault, Kendra	F	10/28/95	1	3		2	1	3		5			2	1
2	Therault, Crystal	F	05/16/93	2	1		2	1	3		5			2	1

Report Number
C11-2791

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 2	<input type="checkbox"/> Hit Run?	VIN 5TDYK4CC6AS331657	License Plate 743PF	State ME	(U1) Unit Type 1 - Passenger Car
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name USAA	Insurance Policy Number 000555860U71066		
(U2) Vehicle Make 67 - TOYOTA			Vehicle Year 2010	(U3) Vehicle Color 11 - Maroon	
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.		
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown		
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle		
Extent of Damage <input type="checkbox"/> No Damage Observed <input checked="" type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input type="checkbox"/> Towed Due to Disabling Damage			Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No		
(U6) Most Damaged Area 6 - Rear			(U7) Most Harmful Event 13 - Motor Vehicle in Transport		
(U8) Pre Crash Actions 11 - Stopped in traffic			(U9) Contributing Circumstances - Vehicle 1 - None		
(U10) Sequence of Events 1 50 - No Other Events			(U10) Sequence of Events 2		
(U10) Sequence of Events 3			(U10) Sequence of Events 4		
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator			License Number 4845179	<input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended	State ME
DRIVER Last Name Meade, William C			First Name MI	DRIVER Address 1598 Turtlehead Rd., Isleboro ME 04848	City State Zip
Citation Number Pending			Violation 1	Violation 2	
OWNER Last Name (skip if same as Driver) Meade, William C			First Name MI	OWNER Address 1598 Turtlehead Rd., Isleboro ME 04848	City State Zip
(D1) Driver Distracted By 1 - Not Distracted			(D2) Condition at Time of Crash 1 - Apparently Normal		
(D3) Driver Actions at Time of Crash 1 1 - No Contributing Action			(D3) Driver Actions at Time of Crash 2		
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol Test Result Pending		
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending		
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner					
SEAT ROW SEAT POSITION SEAT POSITION OTHER AIRBAG DEPLOYED RESTRAINT SYSTEM INJURY TYPE INJURY AREA INJURY DEGREE					
1-Front Row 1-Left (driver) 1-Sleeper Section of Cab (truck) 1-Not Applicable 1-Not Applicable 1-Amputation 1-Face 1-Fatal					
2-Second Row 2-Middle 2-Other Enclosed Cargo Area 2-Not Deployed 2-None Used - Motor Vehicle Occupant 2-Bleeding 2-Head 2-Incapacitating					
3-Third Row 3-Right 3- Unenclosed Cargo Area 3-Deployed - Front 3-Shoulder and Lap Belt Used 3-Broken Bones 3-Neck 3-NonIncapacitating					
4-Fourth Row 4-Other 4-Trailing Unit 4-Deployed - Side 4-Shoulder Belt Only Used 4-Burns 4-Back 4-Possible Injury					
5-Other Row 5-Unknown 5-Riding on Motor Vehicle Ext (non-trailing unit) 5-Deployed - Other (knee, air belt,...) 5-Lap Belt Only Used 5-Concussion 5-Arm(s) 5-No Injury					
6-Unknown 6-Unknown 6-Deployment - Combination 6-Child Restraint - Forward Facing 6-Shock 6-Leg(s) 6-Internal					
EJECTED 1-Not Ejected 1-DOT-Compliant Motorcycle Helmet 7-Deployment - Curtain 8-Child Restraint - Rear Facing 7-Dizziness 7-Chest Stomach 7-Entire Body					
2-Ejected Partially 2-Other Helmet 8-Child Restraint - Used Incorrectly 9-Complaint of Pain 9-Complaint of Pain 9-Complaint of Pain 9-Complaint of Pain					
3-Ejected Totally 3-No Helmet 10-Booster Seat 10-Other 10-Other 10-Other 10-Other					
AMB CODES - see code sheet					
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos Other
6	Meade, William C	M	01/21/41	1	1

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Reporting Agency ME0070100		Report Number C11-4217		Crash Date 9/26/2011		Crash Time 20:42		At Scene Date 9/26/2011		At Scene Time 20:49	
City or Town Camden			Street or Highway BELFAST ST			Intersection 1307128th CL			Off Road <input type="checkbox"/>		
Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input type="checkbox"/> North <input checked="" type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. 0.33 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Miles		Latitude 44.248350			Longitude -69.034210		
Node 1 48725		Node 2 30635		Measurement Node 48725		Distance to Scene 0.33 Miles		Posted Speed Limit 50 Miles per Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45	
(F1) Type of Crash 18 - Moose						(F2) Type of Location 1 - Straight Road					
(F3) Weather Condition 1 - Clear						(F4) Light Condition 5 - Dark - Not Lighted					
(F5) Road Grade 1 - Level						(F6) Road Surface Condition 1 - Dry					
(F7) Traffic Control Device 13 - None						Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk					
(F8) Location of First Harmful Event 1 - On Roadway						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
(F9) Contributing Circumstances - Environment 1 5 - Animal(s) in Roadway						(F9) Contributing Circumstances - Environment 2 1 - None					
(F10) Contributing Circumstances - Road 1 1 - None						(F10) Contributing Circumstances - Road 2 1 - None					
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk					
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone					
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No					
NARRATIVE Unit 1 was traveling southbound on Rt 1 near 606 Belfast Road and struck a moose as it entered the roadway. Passenger was transported to Pen Bay by Camden First Aid for minor injuries. Operator did not sustain any injuries. Moose was dead upon arrival. I estimated the damage value at \$3,500.						CRASH DIAGRAM 					
Witness Last Name		First		MI		Address		City		State Zip	
Witness Last Name		First		MI		Address		City		State Zip	
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private					
Property Owner Name						Address		City		State Zip	
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private					
Property Owner Name						Address		City		State Zip	
Reporting Officer Ofc Cody Laite				Badge# 310		Report Date 9/26/2011		Approved By Sgt John Tooley		Approved Date 9/30/2011	

Report Number
C11-4217

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN 1FVABTAK74DM62686	License Plate 958002	State ME	Weight 17 - Medium/Heavy Trucks (More than 10,000 lbs)
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<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name Wausau Underwriters Insurance Company	Insurance Policy Number ASJZ91451307021
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(U2) Vehicle Make 19 - FREIGHTLINER	Vehicle Year 2004	(U3) Vehicle Color 14 - White
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(U4) Vehicle Configuration 5 - Single-Unit Truck (2 axles, 6 tires)	GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input checked="" type="checkbox"/> > than 26,000 lbs.
---	---

Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Vehicle Travel Direction <input type="checkbox"/> Northbound <input checked="" type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown
--	---	--

(U5) Special Function Vehicle 1 - No Special Function	<input type="checkbox"/> Exempt Vehicle	Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No
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Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input checked="" type="checkbox"/> Towed Due to Disabling Damage
--

(U6) Most Damaged Area 1 - Front Passenger Corner	(U7) Most Harmful Event 12 - Animal
---	---

(U8) Pre Crash Actions 1 - Following roadway	(U9) Contributing Circumstances - Vehicle 1 - None
--	--

(U10) Sequence of Events 1 20 - Animal	(U10) Sequence of Events 2
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(U10) Sequence of Events 3	(U10) Sequence of Events 4
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<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> License Number 3566162 <input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended	State ME	License Class A	Endorsements I,N	Restrictions 0
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DRIVER Last Name Roscoe, James M	First Name MI	DRIVER Address 69 North Main Street, Rockland ME 04841	City ME	State ME	Zip 04841
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Citation Number Pending	Violation 1	Violation 2
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OWNER Last Name (skip if same as Driver) First Name Atwood Lobster, LLC	MI	OWNER Address 286 Island Road, Spruce Head ME 04859	City ME	State ME	Zip 04859
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(D1) Driver Distracted By 1 - Not Distracted	(D2) Condition at Time of Crash 1 - Apparently Normal
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(D3) Driver Actions at Time of Crash 1 1 - No Contributing Action	(D3) Driver Actions at Time of Crash 2
---	--

Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)	<input type="checkbox"/> Alcohol Test Result Pending	Alcohol BAC Result
--	--	--------------------

Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other	Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending
---	--

(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
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(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
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(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers
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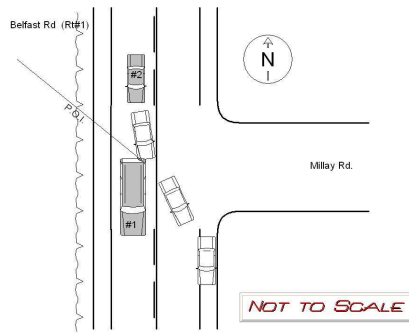
PERSON TYPE 1-Driver, 2-Passenger, 3-Pedestrian, 6-Driver/Owner, 7-Bicycle, 8-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner							
SEAT ROW 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown	SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown 6-Unknown	SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3-Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6-Unknown	AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain	RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other	INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other	INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other	INJURY DEGREE 1-Fatal 2-Incapacitating 3-Nonincapacitating 4-Possible Injury 5-No Injury INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation

													AMB CODES - see code sheet				
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians			Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
	Last Name, First Name, MI																
1	Roscoe, James M			M	12/07/66	1	1		2	1	3	3	5			2	1
2	Roscoe, Zarvy E			M	10/16/98	1	3		2	1	3	3	4	10	1	2	120

STATE OF MAINE CRASH REPORT

Report Number C11-4217		Commercial Vehicle Supplemental		No Carrier Identification Numbers <input type="checkbox"/>																											
Unit ID 1	USDOT Number 2159229	MC/MX Number	State Number	MCSAP Number																											
<input checked="" type="checkbox"/> Interstate Carrier		<input type="checkbox"/> Intrastate Carrier	<input type="checkbox"/> Not in Commerce-Government	<input type="checkbox"/> Not in Commerce-Other Trucks (Over 10,000 lbs. GVWR/GCWR)																											
Carrier Name Atwood Lobster, LLC			Carrier Phone 207-596-6691																												
Address 286 Island Road, Spruce Head ME 04859		City	State	Zip																											
<input type="checkbox"/> Oversize Permit Weight		<input type="checkbox"/> Oversize Permit Length	<input type="checkbox"/> Oversize Permit Height	<input type="checkbox"/> Oversize Permit Width																											
3 Cargo Body Type (enter one code from below)		<input type="checkbox"/> Unloaded	<input type="checkbox"/> Partially Loaded	<input checked="" type="checkbox"/> Loaded																											
1 Bus (9-15 Seats, Including Driver)  		6 Dump   		11 Pole 																											
2 Bus (16 or More Seats, Including Driver)   		7 Concrete Mixer  		12 Log  																											
3 Van/Enclosed Box   		8 Auto Transporter  		13 Intermodal Chassis  																											
4 Cargo Tank  		9 Garbage/Refuse  		14 Vehicle Towing Motor Vehicle  																											
5 Flat Bed   		10 Grain, Chips, Gravel   		15 No Cargo Body  																											
98 Other Cargo Body (not listed above)																															
Z Commodity Code (enter one code from below) <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">A General Freight</td> <td style="width: 33%;">J Fresh Produce</td> <td style="width: 33%;">S Garbage, Refuse, Trash</td> </tr> <tr> <td>B Household Goods</td> <td>K Liquids / Gases in Cargo Tank</td> <td>T U.S. Mail</td> </tr> <tr> <td>C Metal: Sheets, Coils, Rolls</td> <td>L Intermodal</td> <td>U Chemicals</td> </tr> <tr> <td>D Motor Vehicles</td> <td>M Passengers</td> <td>V Commodities, Dry Bulk</td> </tr> <tr> <td>E DriveAway / TowAway</td> <td>N Oil Field Equipment</td> <td>W Refrigerated Foods</td> </tr> <tr> <td>F Forest Products</td> <td>O Livestock</td> <td>X Beverage</td> </tr> <tr> <td>G Building Products</td> <td>P Grain, Feed, Hay</td> <td>Y Paper Products</td> </tr> <tr> <td>H Mobile Homes</td> <td>Q Coal / Coke</td> <td>Z Other</td> </tr> <tr> <td>I Machinery, Large Objects</td> <td>R Meat</td> <td></td> </tr> </table>					A General Freight	J Fresh Produce	S Garbage, Refuse, Trash	B Household Goods	K Liquids / Gases in Cargo Tank	T U.S. Mail	C Metal: Sheets, Coils, Rolls	L Intermodal	U Chemicals	D Motor Vehicles	M Passengers	V Commodities, Dry Bulk	E DriveAway / TowAway	N Oil Field Equipment	W Refrigerated Foods	F Forest Products	O Livestock	X Beverage	G Building Products	P Grain, Feed, Hay	Y Paper Products	H Mobile Homes	Q Coal / Coke	Z Other	I Machinery, Large Objects	R Meat	
A General Freight	J Fresh Produce	S Garbage, Refuse, Trash																													
B Household Goods	K Liquids / Gases in Cargo Tank	T U.S. Mail																													
C Metal: Sheets, Coils, Rolls	L Intermodal	U Chemicals																													
D Motor Vehicles	M Passengers	V Commodities, Dry Bulk																													
E DriveAway / TowAway	N Oil Field Equipment	W Refrigerated Foods																													
F Forest Products	O Livestock	X Beverage																													
G Building Products	P Grain, Feed, Hay	Y Paper Products																													
H Mobile Homes	Q Coal / Coke	Z Other																													
I Machinery, Large Objects	R Meat																														
0 Bus Use (enter one code from below) <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">0 Not a Bus</td> <td style="width: 33%;">2 Transit</td> <td style="width: 33%;">4 Charter</td> </tr> <tr> <td>1 School (Public or Private)</td> <td>3 Intercity</td> <td>5 Other</td> </tr> </table>					0 Not a Bus	2 Transit	4 Charter	1 School (Public or Private)	3 Intercity	5 Other																					
0 Not a Bus	2 Transit	4 Charter																													
1 School (Public or Private)	3 Intercity	5 Other																													
<input type="checkbox"/> HAZMAT Class Number (enter one code from below) <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;">1 Explosives</td> <td style="width: 50%;">6 Poisonous (Toxic) and Infectious Substances</td> </tr> <tr> <td>2 Gases - Compressed, Dissolved or Refrigerated</td> <td>7 Radioactive Material</td> </tr> <tr> <td>3 Flammable Liquids</td> <td>8 Corrosives</td> </tr> <tr> <td>4 Flammable Solids-Combustible, Water Reactive</td> <td>9 Miscellaneous Dangerous Goods, or Blank</td> </tr> <tr> <td>5 Oxidizing Substances-Organic Peroxides</td> <td></td> </tr> </table>					1 Explosives	6 Poisonous (Toxic) and Infectious Substances	2 Gases - Compressed, Dissolved or Refrigerated	7 Radioactive Material	3 Flammable Liquids	8 Corrosives	4 Flammable Solids-Combustible, Water Reactive	9 Miscellaneous Dangerous Goods, or Blank	5 Oxidizing Substances-Organic Peroxides																		
1 Explosives	6 Poisonous (Toxic) and Infectious Substances																														
2 Gases - Compressed, Dissolved or Refrigerated	7 Radioactive Material																														
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4 Flammable Solids-Combustible, Water Reactive	9 Miscellaneous Dangerous Goods, or Blank																														
5 Oxidizing Substances-Organic Peroxides																															
<input type="checkbox"/> HAZMAT 4 Digit Number Was HAZMAT released from THIS vehicle's cargo? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO <input type="checkbox"/> UNK																															

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Reporting Agency ME0070400		Report Number R11-4057		Crash Date 11/12/2011		Crash Time 12:06		At Scene Date 11/12/2011		At Scene Time 12:20										
City or Town Camden			Street or Highway BELFAST ST			Nearest Intersecting Street Int of BELFAST ST, INV 1301006 RD			<input type="checkbox"/> Off Road											
Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input checked="" type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. 424 <input checked="" type="checkbox"/> Feet <input type="checkbox"/> Miles		Latitude 44.231560			Longitude -69.046700											
Node 1 48725		Node 2 30635		Measurement Node 30635		Distance to Scene M:0s T:32s		Posted Speed Limit Miles 55 Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45										
(F1) Type of Crash 2 - Rear End / Sideswipe						(F2) Type of Location 1 - Straight Road														
(F3) Weather Condition 2 - Cloudy						(F4) Light Condition 1 - Daylight														
(F5) Road Grade 1 - Level						(F6) Road Surface Condition 1 - Dry														
(F7) Traffic Control Device 13 - None						Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk														
(F8) Location of First Harmful Event 1 - On Roadway						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No														
(F9) Contributing Circumstances - Environment 1 6 - Other						(F9) Contributing Circumstances - Environment 2 1 - None														
(F10) Contributing Circumstances - Road 1 1 - None						(F10) Contributing Circumstances - Road 2														
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk														
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone														
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No														
NARRATIVE Vehicle #1 was slowing for turning traffic when Vehicle #2 stated he looked up and it was to late for him to stop. #2 collided into the rear of #1						CRASH DIAGRAM 														
Witness Last Name			First			MI			Address			City			State			Zip		
Witness Last Name			First			MI			Address			City			State			Zip		
Non Vehicle Property Damage Description									<input type="checkbox"/> State			<input type="checkbox"/> City or Town			<input type="checkbox"/> Utilities			<input type="checkbox"/> Private		
Property Owner Name									Address			City			State			Zip		
Non Vehicle Property Damage Description									<input type="checkbox"/> State			<input type="checkbox"/> City or Town			<input type="checkbox"/> Utilities			<input type="checkbox"/> Private		
Property Owner Name									Address			City			State			Zip		
Reporting Officer Officer Dana Smith				Badge# 204		Report Date 11/12/2011				Approved By SGT Travis Ford				Approved Date 11/19/2011						

Report Number
R11-4057

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN 1J8GN28K79W551952	License Plate 5477SD	State ME	(U1) Unit Type 2 - (Sport) Utility Vehicle
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name Geico		Insurance Policy Number 4084731787	
(U2) Vehicle Make 33 - JEEP			Vehicle Year 2009	(U3) Vehicle Color 10 - Red	
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.		
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input type="checkbox"/> Northbound <input checked="" type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown	
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle		
Extent of Damage <input type="checkbox"/> No Damage Observed <input checked="" type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input type="checkbox"/> Towed Due to Disabling Damage			Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No		
(U6) Most Damaged Area 6 - Rear			(U7) Most Harmful Event 39 - Unknown		
(U8) Pre Crash Actions 10 - Slowing in traffic			(U9) Contributing Circumstances - Vehicle 1 - None		
(U10) Sequence of Events 1 50 - No Other Events			(U10) Sequence of Events 2		
(U10) Sequence of Events 3			(U10) Sequence of Events 4		
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator			License Number 9139219	<input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended	State ME
DRIVER Last Name Domareki, Gregory J			First Name MI	DRIVER Address 15 Union St., Camden ME 04843	City State Zip
Citation Number Pending			Violation 1 Violation 2		
OWNER Last Name (skip if same as Driver) Domareki, Gregory J			First Name MI	OWNER Address 15 Union St., Camden ME 04843	City State Zip
(D1) Driver Distracted By 1 - Not Distracted			(D2) Condition at Time of Crash 1 - Apparently Normal		
(D3) Driver Actions at Time of Crash 1 1 - No Contributing Action			(D3) Driver Actions at Time of Crash 2		
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol Test Result Pending Alcohol BAC Result		
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending		
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner							
SEAT ROW 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown	SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown	SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3- Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6- Unknown	AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain	RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other	INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other	INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other	INJURY DEGREE 1-Fatal 2-Incapacitating 3-NonIncapacitating 4-Possible Injury 5-No Injury
EJECTED 1-Not Ejected 2-Ejected Partially 3-Ejected Totally	HELMET USE 1-DOT-Compliant Motorcycle Helmet 2-Other Helmet 3-No Helmet	INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation					

AMB CODES - see code sheet															
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians			Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Amb Code
6	Domareki, Gregory J			M	06/12/76	1	1		2	1	3		5		2 1
2	Donovan-Domareki, Erin M			F	11/30/79	2	5		1	1	2		5		2 1

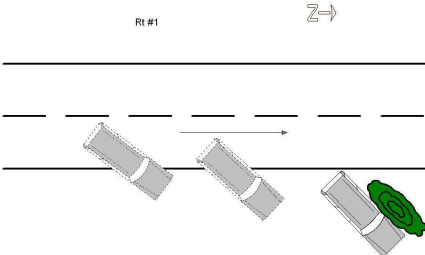
Report Number
R11-4057

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 2	<input type="checkbox"/> Hit Run?	VIN 4S3BH635817307727	License Plate 3506RB	State ME	(U1) Unit Type 1 - Passenger Car									
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name AAA	Insurance Policy Number MEA015251358											
(U2) Vehicle Make 65 - SUBARU			Vehicle Year 2001	(U3) Vehicle Color 11 - Maroon										
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.											
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Vehicle Travel Direction <input type="checkbox"/> Northbound <input checked="" type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown											
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle											
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input checked="" type="checkbox"/> Towed Due to Disabling Damage			Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No											
(U6) Most Damaged Area 12 - Front			(U7) Most Harmful Event 17 - Other Non-Fixed Object											
(U8) Pre Crash Actions 1 - Following roadway			(U9) Contributing Circumstances - Vehicle 1 - None											
(U10) Sequence of Events 1 50 - No Other Events			(U10) Sequence of Events 2											
(U10) Sequence of Events 3			(U10) Sequence of Events 4											
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator			License Number 6905280	<input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended	State ME									
DRIVER Last Name Paulhus, Sean C			First Name MI	DRIVER Address 732 Middle St., Bath ME 04530	City State Zip									
Citation Number Pending			Violation 1		Violation 2									
OWNER Last Name (skip if same as Driver) Paulhus, Sean C			First Name MI	OWNER Address 732 Middle St., Bath ME 04530	City State Zip									
(D1) Driver Distracted By 6 - Unkown			(D2) Condition at Time of Crash 1 - Apparently Normal											
(D3) Driver Actions at Time of Crash 1 14 - Followed Too Closely			(D3) Driver Actions at Time of Crash 2											
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol Test Result Pending <input type="checkbox"/> Alcohol BAC Result											
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending											
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner														
SEAT ROW 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown						SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown	SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3-Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6-Unknown	AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain	RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other	INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other	INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other	INJURY DEGREE 1-Fatal 2-Incapacitating 3-NonIncapacitating 4-Possible Injury 5-No Injury	INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation	
AMB CODES - see code sheet														
Person Type Last Name, First Name, MI	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6 Paulhus, Sean C	M	12/23/85	1	1		2	1	3		5			2	1

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Reporting Agency ME0070100		Report Number C11-5475		Crash Date 12/25/2011		Crash Time 18:25		At Scene Date 12/25/2011		At Scene Time 18:35		
City or Town Camden			Street or Highway BELFAST ST			Nearest Intersecting Street Int of BELFAST ST, INV 1301006 RD			<input type="checkbox"/> Off Road			
Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input checked="" type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. 1.03 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Miles		Latitude 44.239340			Longitude -69.039140			
Node 1 48725 48725		Node 2 30635 30635		Measurement Node 30635		Distance to Scene 0.0 0.61 Miles		Posted Speed Limit 50 Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45		
(F1) Type of Crash 7 - Went Off Road						(F2) Type of Location 1 - Straight Road						
(F3) Weather Condition 6 - Snow						(F4) Light Condition 5 - Dark - Not Lighted						
(F5) Road Grade 3 - Top of Hill						(F6) Road Surface Condition 3 - Snow						
(F7) Traffic Control Device 13 - None						Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						
(F8) Location of First Harmful Event 2 - Shoulder						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No						
(F9) Contributing Circumstances - Environment 1 2 - Weather Conditions						(F9) Contributing Circumstances - Environment 2 1 - None						
(F10) Contributing Circumstances - Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)						(F10) Contributing Circumstances - Road 2 1 - None						
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk						
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone						
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No						
NARRATIVE Vehicle 1 was traveling North on Rt #1 (Spring Brook Hill) and slid off the road into a small group of trees, causing drivers side damage.						CRASH DIAGRAM 						
Witness Last Name Finden, Paul T			First T		MI		Address 387 High St, Belfast ME 04915		City Belfast ME		State 04915	
Witness Last Name			First		MI		Address		City		State Zip	
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private						
Property Owner Name						Address City State Zip						
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private						
Property Owner Name						Address City State Zip						
Reporting Officer Ofc Brook Hartshorn			Badge# 305		Report Date 12/26/2011		Approved By Sgt John Tooley			Approved Date 12/30/2011		

Report Number
C11-5475

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN 1GNDT13S722334469	License Plate HWF6378	State PA	(U1) Unit Type 1 - Passenger Car
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name Geico		Insurance Policy Number 4249988033	
(U2) Vehicle Make 11 - CHEVROLET			Vehicle Year 2002	(U3) Vehicle Color 5 - Green	
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.		
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown	
(U5) Special Function Vehicle 1 - No Special Function			<input checked="" type="checkbox"/> Exempt Vehicle Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No		
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input checked="" type="checkbox"/> Functional Damage <input type="checkbox"/> Towed Due to Disabling Damage					
(U6) Most Damaged Area 9 - Center Driver Side			(U7) Most Harmful Event 31 - Tree (Standing)		
(U8) Pre Crash Actions 16 - Skidding			(U9) Contributing Circumstances - Vehicle 8 - Tires		
(U10) Sequence of Events 1 8 - Went Off Roadway Right			(U10) Sequence of Events 2 50 - No Other Events		
(U10) Sequence of Events 3 50 - No Other Events			(U10) Sequence of Events 4 50 - No Other Events		
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> License Number 9712287 <input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended State ME License Class C Endorsements 0 Restrictions A <input type="checkbox"/> Last Known Operator					
DRIVER Last Name Rogals, Ramonna E		First Name	MI	DRIVER Address 387 High St, Belfast ME 04915	
Citation Number		Pending <input type="checkbox"/>		Violation 1 Violation 2	
OWNER Last Name (skip if same as Driver)		First Name	MI	OWNER Address 1508 Green St Apt 1R, Philadelphia PA 19130	
(D1) Driver Distracted By 1 - Not Distracted		(D2) Condition at Time of Crash 1 - Apparently Normal			
(D3) Driver Actions at Time of Crash 1 2 - Ran Off Roadway		(D3) Driver Actions at Time of Crash 2 1 - No Contributing Action			
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)		Alcohol Test Result Pending		Alcohol BAC Result	
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other		Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending			
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner

SEAT ROW 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown	SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown	SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3-Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6-Unknown	AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain	RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other	INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other	INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other	INJURY DEGREE 1-Fatal 2-Incapacitating 3-NonIncapacitating 4-Possible Injury 5-No Injury	INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation
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AMB CODES - see code sheet															
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians			Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Amb Code
1	Rogals, Ramonna E			F	01/20/88	1	1		2	1	3	3	5		2 1
8	Press, Maxwell T			M	01/29/89	1	3		2	1	3		5		2 1

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Reporting Agency ME0070100		Report Number C12-0118		Crash Date 1/12/2012		Crash Time 12:15		At Scene Date 1/12/2012		At Scene Time 12:30	
City or Town Camden			Street or Highway BELFAST ST			Nearest Intersecting Street Int of BELFAST ST, INV 1301006 RD			<input type="checkbox"/> Off Road		
Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input checked="" type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. 0.85 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Miles		Latitude 44.238060			Longitude -69.040970		
Node 1 48725		Node 2 30635		Measurement Node 30635		Distance to Scene 0.0 es 1.79 s		Posted Speed Limit Miles 50 Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45	
(F1) Type of Crash 3 - Head-on / Sideswipe						(F2) Type of Location 1 - Straight Road					
(F3) Weather Condition 7 - Blowing Snow						(F4) Light Condition 1 - Daylight					
(F5) Road Grade 2 - On Grade						(F6) Road Surface Condition 3 - Snow					
(F7) Traffic Control Device 13 - None						Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk					
(F8) Location of First Harmful Event 1 - On Roadway						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
(F9) Contributing Circumstances - Environment 1 2 - Weather Conditions						(F9) Contributing Circumstances - Environment 2					
(F10) Contributing Circumstances - Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)						(F10) Contributing Circumstances -Road 2					
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk					
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone					
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No					
NARRATIVE While traveling north on Belfast Rd. (Rte 1) Unit 1 lost control and began to skid on the snow/slush covered road. Unit 1 skidded into the south bound lane where Unit 1 and Unit 2 struck head on. All person reported wearing seatbelts. Both Units appeared to be total losses. All parties reported no injuries. The passenger in Unit 1 was transported to Pen-Bay hospital as a precautionary measure due to the fact that she had just had eye surgery.						CRASH DIAGRAM 					
Witness Last Name		First		MI		Address		City		State Zip	
Witness Last Name		First		MI		Address		City		State Zip	
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private					
Property Owner Name						Address		City		State Zip	
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private					
Property Owner Name						Address		City		State Zip	
Reporting Officer Ofc Allen Weaver				Badge# 306		Report Date 1/12/2012		Approved By Sgt John Tooley		Approved Date 1/13/2012	

Report Number
C12-0118

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN 2T1BA02E9VC212276	License Plate 6883IT	State ME	(U1) Unit Type 1 - Passenger Car
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name Progressive		Insurance Policy Number 27681048-0	
(U2) Vehicle Make 67 - TOYOTA			Vehicle Year 1997	(U3) Vehicle Color 15 - Tan	
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.		
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown	
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle		
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input checked="" type="checkbox"/> Towed Due to Disabling Damage					
(U6) Most Damaged Area 12 - Front			(U7) Most Harmful Event 13 - Motor Vehicle in Transport		
(U8) Pre Crash Actions 1 - Following roadway			(U9) Contributing Circumstances - Vehicle 2 - Brakes		
(U10) Sequence of Events 1 21 - Motor Vehicle In Transport			(U10) Sequence of Events 2		
(U10) Sequence of Events 3			(U10) Sequence of Events 4		
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator		License Number 0977097		<input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended	State ME
DRIVER Last Name Rohn, Harold J		First Name MI	DRIVER Address 1032 South Union Rd., Union ME 04862		
Citation Number Pending		Violation 1		Violation 2	
OWNER Last Name (skip if same as Driver) Rohn, Harold J		First Name MI	OWNER Address 1032 South Union Rd., Union ME 04862		
(D1) Driver Distracted By 1 - Not Distracted		(D2) Condition at Time of Crash 1 - Apparently Normal			
(D3) Driver Actions at Time of Crash 1 1 - No Contributing Action		(D3) Driver Actions at Time of Crash 2			
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)		Alcohol BAC Result <input type="checkbox"/> Alcohol Test Result Pending			
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other		Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending			
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner							
SEAT ROW 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown	SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown	SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3- Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6- Unknown	AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain	RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other	INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other	INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other	INJURY DEGREE 1-Fatal 2-Incapacitating 3-NonIncapacitating 4-Possible Injury 5-No Injury
EJECTED 1-Not Ejected 2-Ejected Partially 3-Ejected Totally	HELMET USE 1-DOT-Compliant Motorcycle Helmet 2-Other Helmet 3-No Helmet	INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation					

AMB CODES - see code sheet															
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians			Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Amb Code
6	Rohn, Harold J			M	05/26/21	1	1		3	1	3		5		2 1
2	Springer, Dorothy			F	02/01/30	1	3		3	1	3		4 10	10	3 120

Report Number
C12-0118

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 2	<input type="checkbox"/> Hit Run?	VIN 4S3BMAA68B1237130	License Plate 7099QD	State ME	(U1) Unit Type 1 - Passenger Car										
<input type="checkbox"/> No Insurance		NAIC	Insurance Company Name Peerless		Insurance Policy Number PLPW200187										
(U2) Vehicle Make 65 - SUBARU			Vehicle Year 2011	(U3) Vehicle Color 8 - Grey, Silver											
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.												
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input type="checkbox"/> Northbound <input checked="" type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown											
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle												
Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No															
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input checked="" type="checkbox"/> Towed Due to Disabling Damage															
(U6) Most Damaged Area 12 - Front			(U7) Most Harmful Event 13 - Motor Vehicle in Transport												
(U8) Pre Crash Actions 1 - Following roadway			(U9) Contributing Circumstances - Vehicle 1 - None												
(U10) Sequence of Events 1 21 - Motor Vehicle In Transport			(U10) Sequence of Events 2												
(U10) Sequence of Events 3			(U10) Sequence of Events 4												
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator License Number 7040217 <input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended State ME License Class C Endorsements 0 Restrictions A															
DRIVER Last Name Curtis, Jennifer R			First Name MI	DRIVER Address PO Box 853, Rockport ME 04856											
Citation Number Pending			Violation 1		Violation 2										
OWNER Last Name (skip if same as Driver) Curtis, Troy R			First Name MI	OWNER Address PO Box 853, Rockport ME 04856											
(D1) Driver Distracted By 1 - Not Distracted			(D2) Condition at Time of Crash 1 - Apparently Normal												
(D3) Driver Actions at Time of Crash 1 1 - No Contributing Action			(D3) Driver Actions at Time of Crash 2												
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol Test Result Pending Alcohol BAC Result												
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending												
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner															
SEAT ROW SEAT POSITION SEAT POSITION OTHER AIRBAG DEPLOYED RESTRAINT SYSTEM INJURY TYPE INJURY AREA INJURY DEGREE															
1-Front Row 1-Left (driver) 1-Sleeper Section of Cab (truck) 1-Not Applicable 1-Not Applicable 1-Amputation 1-Face 1-Fatal															
2-Second Row 2-Middle 2-Other Enclosed Cargo Area 2-Not Deployed 2-None Used - Motor Vehicle Occupant 2-Bleeding 2-Head 2-Incapacitating															
3-Third Row 3-Right 3- Unenclosed Cargo Area 3-Deployed - Front 3-Shoulder and Lap Belt Used 3-Broken Bones 3-Neck 3-NonIncapacitating															
4-Fourth Row 4-Other 4-Trailing Unit 4-Deployed - Side 4-Shoulder Belt Only Used 4-Burns 4-Back 4-Possible Injury															
5-Other Row 5-Unknown 5-Riding on Motor Vehicle Ext (non-trailing unit) 5-Deployed - Other (knee, air belt,...) 5-Lap Belt Only Used 5-Concussion 5-Arm(s) 5-No Injury															
6-Unknown 6-Unknown 6-Deployment - Combination 6-Child Restraint - Forward Facing 6-Shock 6-Leg(s) 6-Chest Stomach															
EJECTED 1-Not Ejected 1-DOT-Compliant Motorcycle Helmet 7-Deployment - Curtain 8-Child Restraint - Rear Facing 7-Dizziness 7-Internal 7-Entire Body															
2-Ejected Partially 2-Other Helmet 8-Abrasion/Bruises 8-Complaint of Pain 8-Other 8-Other 8-Other															
3-Ejected Totally 3-No Helmet 9-Child Restraint - Used Incorrectly 9-Other 9-Other 9-Other															
10-Booster Seat 10-Other 10-Other 10-Other															
11-Child Restraint - Other															
AMB CODES - see code sheet															
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	Curtis, Jennifer R	F	12/30/75	1	1		3	1	3		5			2	1

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Reporting Agency ME0070100		Report Number C12-1703		Crash Date 6/6/2012		Crash Time 13:12		At Scene Date 6/6/2012		At Scene Time 13:17	
City or Town Camden			Street or Highway BELFAST ST			Intersection 1307128 TC CAMDEN-LINCOLNVILLE CL			<input type="checkbox"/> Off Road		
Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input type="checkbox"/> North <input checked="" type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. 0.67 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Miles		Latitude 44.245050			Longitude -69.035890		
Node 1 48725		Node 2 30635		Measurement Node 48725		Distance to Scene 0.67 Miles		Posted Speed Limit 50 Miles per Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45	
(F1) Type of Crash 3 - Head-on / Sideswipe						(F2) Type of Location 1 - Straight Road					
(F3) Weather Condition 1 - Clear						(F4) Light Condition 1 - Daylight					
(F5) Road Grade 1 - Level						(F6) Road Surface Condition 1 - Dry					
(F7) Traffic Control Device 13 - None						Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk					
(F8) Location of First Harmful Event 1 - On Roadway						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
(F9) Contributing Circumstances - Environment 1 1 - None						(F9) Contributing Circumstances - Environment 2					
(F10) Contributing Circumstances - Road 1 1 - None						(F10) Contributing Circumstances - Road 2					
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk					
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone					
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No					
NARRATIVE Unit#1 was south bound on Rt. 1 in the area of Salmon Run Drive. Unit#2 was north bound on Rt. 1 nearing the intersection with Salmon Run Drive. The operator of Unit#1 had some type of medical condition. Operator appears to have blacked out. Unit#1 then drifted into the north bound lane of Rt. 1. Operator of Unit#2 attempted to avoid Unit#1 by going abruptly to the right and onto the shoulder of the roadway. Unit#1 struck Unit#2 in the drivers side rear of the vehicle. The impact caused Unit#2 to roll over onto its passenger side and come to rest in the north bound lane of Rt. 1. Unit#1 continued in the opposite lane of travel and drive off the roadway and into the ditch.						CRASH DIAGRAM 					
Witness Last Name Stammen, Jessica			First J		MI M		Address 21 Main Street , Camden ME 04843			City Camden State ME Zip 04843	
Witness Last Name Prescott, Daniel			First D		MI M		Address 107 Prescott Hill Road, Northport ME 04849			City Northport State ME Zip 04849	
Non Vehicle Property Damage Description mailboxes were run over						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input checked="" type="checkbox"/> Private					
Property Owner Name John Fitzpatrick						Address 12 Salmon Run Dr, Camden ME 04843			City Camden State ME Zip 04843		
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private					
Property Owner Name						Address			City Camden State ME Zip 04843		
Reporting Officer Ofc Curt Andrick			Badge# 304		Report Date 6/6/2012		Approved By Sgt John Tooley			Approved Date 6/11/2012	

FIRST PAGE (cont.)

F I R S T	Reporting Agency ME0070100		Report Number C12-1703		Crash Date	Crash Time	At Scene Date		At Scene Time	
	City or Town			Street or Highway			Nearest Intersecting Street			<input type="checkbox"/> Off Road
	Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. <input type="checkbox"/> Feet <input type="checkbox"/> Miles	Latitude		Longitude		
	Node 1		Node 2		Measurement Node	Distance to Scene Miles Tenths		Posted Speed Limit Miles Per Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45
	(F1) Type of Crash					(F2) Type of Location				
	(F3) Weather Condition					(F4) Light Condition				
	(F5) Road Grade					(F6) Road Surface Condition				
	(F7) Traffic Control Device					Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk				
	(F8) Location of First Harmful Event					Total Damage over Threshold? <input type="checkbox"/> Yes <input type="checkbox"/> No				
	(F9) Contributing Circumstances - Environment 1					(F9) Contributing Circumstances - Environment 2				
(F10) Contributing Circumstances - Road 1					(F10) Contributing Circumstances -Road 2					
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk					Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk					
(F11) Location of the Crash related to Work Zone					(F12) Type of Work Zone					
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No					School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input type="checkbox"/> No					
NARRATIVE					CRASH DIAGRAM					
Witness Last Name First MI					Address City State Zip					
Ilvonen, Kenneth					00 Unknown, Belfast ME 04915					
Witness Last Name First MI					Address City State Zip					
Non Vehicle Property Damage Description					<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private					
Property Owner Name					Address City State Zip					
Non Vehicle Property Damage Description					<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private					
Property Owner Name					Address City State Zip					
Reporting Officer			Badge#	Report Date		Approved By			Approved Date	

Report Number
C12-1703

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN 4S4BP61C997335645	License Plate 1612	State ME	(U1) Unit Type 1 - Passenger Car
<input type="checkbox"/> No Insurance		NAIC	Insurance Company Name Progressive Casualty Insurance		Insurance Policy Number 60251642-9
(U2) Vehicle Make 65 - SUBARU			Vehicle Year 2009	(U3) Vehicle Color 4 - Blue	
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.		
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input type="checkbox"/> Northbound <input checked="" type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown	
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle		
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input checked="" type="checkbox"/> Towed Due to Disabling Damage					
(U6) Most Damaged Area 7 - Rear Driver Side			(U7) Most Harmful Event 13 - Motor Vehicle in Transport		
(U8) Pre Crash Actions 1 - Following roadway			(U9) Contributing Circumstances - Vehicle 1 - None		
(U10) Sequence of Events 1 11 - Cross Centerline			(U10) Sequence of Events 2 9 - Went Off Roadway Left		
(U10) Sequence of Events 3			(U10) Sequence of Events 4		
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator		License Number 7164056		<input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended	State ME
DRIVER Last Name Sprague, Milton H		First Name M	DRIVER Address 1494 Stillwater Ave, Bangor ME 04401		
Citation Number Pending		Violation 1		Violation 2	
OWNER Last Name (skip if same as Driver) Sprague, Milton H		First Name M	OWNER Address 1494 Stillwater Ave, Bangor ME 04401		
(D1) Driver Distracted By 1 - Not Distracted		(D2) Condition at Time of Crash 4 - Ill (Sick)			
(D3) Driver Actions at Time of Crash 1 15 - Failed to Keep in Proper Lane		(D3) Driver Actions at Time of Crash 2			
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)		Alcohol Test Result Pending		Alcohol BAC Result	
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other		Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending			
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner							
SEAT ROW 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown	SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown	SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3-Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6-Unknown	AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain	RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other	INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other	INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other	INJURY DEGREE 1-Fatal 2-Incapacitating 3-NonIncapacitating 4-Possible Injury 5-No Injury
EJECTED 1-Not Ejected 2-Ejected Partially 3-Ejected Totally	HELMET USE 1-DOT-Compliant Motorcycle Helmet 2-Other Helmet 3-No Helmet	INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation					

AMB CODES - see code sheet																
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code	
6	Sprague, Milton H	M	03/09/47	1	1		3	1	3	3	4	8	1	1	120	

Report Number
C12-1703

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 2	<input type="checkbox"/> Hit Run?	VIN WDB9061331N432261	License Plate DD EH 821	State DE	(U1) Unit Type 3 - Passenger Van									
<input type="checkbox"/> No Insurance		NAIC	Insurance Company Name Thum Insurance Company		Insurance Policy Number RVP1112756-00									
(U2) Vehicle Make 45 - MERCEDES BENZ			Vehicle Year 2010	(U3) Vehicle Color 11 - Maroon										
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.											
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown										
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle											
Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No														
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input checked="" type="checkbox"/> Towed Due to Disabling Damage														
(U6) Most Damaged Area 2 - Front Passenger Quarter Panel			(U7) Most Harmful Event 1 - Overturn / Rollover											
(U8) Pre Crash Actions 1 - Following roadway			(U9) Contributing Circumstances - Vehicle 1 - None											
(U10) Sequence of Events 1 8 - Went Off Roadway Right			(U10) Sequence of Events 2 1 - Overturn / Rollover											
(U10) Sequence of Events 3			(U10) Sequence of Events 4											
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator License Number M130A0AL851 <input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended State 00 License Class C Endorsements 0 Restrictions 0														
DRIVER Last Name Niproschke, Herbert			First Name	MI	DRIVER Address 19 Franklin Street, Dresden 00 01069									
Citation Number Pending <input type="checkbox"/>			Violation 1		Violation 2									
OWNER Last Name (skip if same as Driver) First Name Niproschke, Herbert			MI	OWNER Address 19 Franklin Street, Dresden 00 01069	City State Zip									
(D1) Driver Distracted By 1 - Not Distracted			(D2) Condition at Time of Crash 1 - Apparently Normal											
(D3) Driver Actions at Time of Crash 1 1 - No Contributing Action			(D3) Driver Actions at Time of Crash 2											
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol Test Result Pending Alcohol BAC Result											
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending											
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner														
SEAT ROW SEAT POSITION SEAT POSITION OTHER AIRBAG DEPLOYED RESTRAINT SYSTEM INJURY TYPE INJURY AREA INJURY DEGREE														
1-Front Row 1-Left (driver) 1-Sleeper Section of Cab (truck) 1-Not Applicable 1-Not Applicable 1-Amputation 1-Face 1-Fatal														
2-Second Row 2-Middle 2-Other Enclosed Cargo Area 2-Not Deployed 2-None Used - Motor Vehicle Occupant 2-Bleeding 2-Head 2-Incapacitating														
3-Third Row 3-Right 3- Unenclosed Cargo Area 3-Deployed - Front 3-Shoulder and Lap Belt Used 3-Broken Bones 3-Neck 3-NonIncapacitating														
4-Fourth Row 4-Other 4-Trailing Unit 4-Deployed - Side 4-Shoulder Belt Only Used 4-Burns 4-Back 4-Possible Injury														
5-Other Row 5-Unknown 5-Riding on Motor Vehicle Ext (non-trailing unit) 5-Deployed - Other (knee, air belt,...) 5-Lap Belt Only Used 5-Concussion 5-Arm(s) 5-No Injury														
6-Unknown 6- Unknown 6-Deployed - Combination 6-Child Restraint - Forward Facing 6-Shock 6-Leg(s) 6-Chest Stomach 6-Internal														
EJECTED 1-Not Ejected 1-DOT-Compliant Motorcycle Helmet 7-Deployment - Curtain 8-Child Restraint - Rear Facing 7-Dizziness 7-Entire Body 7-Other														
2-Ejected Partially 2-Other Helmet 9-Child Restraint - Used Incorrectly 8-Abrasion/Bruises 8-Internal 8-Other														
3-Ejected Totally 3-No Helmet 10-Booster Seat 9-Complaint of Pain 9-Complaint of Pain 9-Other														
11-Child Restraint - Other														
AMB CODES - see code sheet														
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	Niproschke, Herbert	M	10/21/38	1	1	2	1	3	3	3	9	6	2	1
2	Niproschke, Erika	F	08/12/41	1	3	2	1	3	3	3	9	6	2	1

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Reporting Agency ME0070100		Report Number C12-1902		Crash Date 6/22/2012		Crash Time 21:00		At Scene Date 6/23/2012		At Scene Time 10:20										
City or Town Camden			Street or Highway BELFAST ST			Nearest Intersecting Street Int of BELFAST ST, INV 1301006 RD			<input type="checkbox"/> Off Road											
Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input checked="" type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. 1.10 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Miles		Latitude 44.239960			Longitude -69.038510											
Node 1 48725		Node 2 30635		Measurement Node 30635		Distance to Scene 0.0 54 0.54		Posted Speed Limit Miles 50 Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45										
(F1) Type of Crash 17 - Deer						(F2) Type of Location 2 - Curved Road														
(F3) Weather Condition 4 - Rain						(F4) Light Condition 5 - Dark - Not Lighted														
(F5) Road Grade 4 - Bottom of Hill						(F6) Road Surface Condition 2 - Wet														
(F7) Traffic Control Device 13 - None						Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk														
(F8) Location of First Harmful Event 1 - On Roadway						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No														
(F9) Contributing Circumstances - Environment 1 1 - None						(F9) Contributing Circumstances - Environment 2														
(F10) Contributing Circumstances - Road 1 1 - None						(F10) Contributing Circumstances - Road 2														
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk														
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone														
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No														
NARRATIVE Unit#1 was travelling North bound on Rt. 1 in at the bottom of Springbrook Hill. Operator of Unit#1 stated a deer ran out in front of the vehicle from the water side of Rt. 1. Unit#1 struck the deer causing damage to the front passenger side of the vehicle.						CRASH DIAGRAM 														
Witness Last Name			First			MI			Address			City			State			Zip		
Witness Last Name			First			MI			Address			City			State			Zip		
Non Vehicle Property Damage Description									<input type="checkbox"/> State			<input type="checkbox"/> City or Town			<input type="checkbox"/> Utilities			<input type="checkbox"/> Private		
Property Owner Name									Address			City			State			Zip		
Non Vehicle Property Damage Description									<input type="checkbox"/> State			<input type="checkbox"/> City or Town			<input type="checkbox"/> Utilities			<input type="checkbox"/> Private		
Property Owner Name									Address			City			State			Zip		
Reporting Officer Det Curt Andrick				Badge# 304		Report Date 6/23/2012		Approved By Sgt Patrick W Polky				Approved Date 6/23/2012								

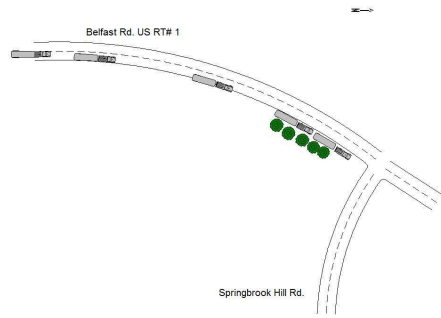
Report Number
C12-1902

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN JF1SG67605H741202	License Plate 4810RZ	State ME	(U1) Unit Type 1 - Passenger Car											
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name Travelers Insurance		Insurance Policy Number 986442053 101 1												
(U2) Vehicle Make 65 - SUBARU			Vehicle Year 2005	(U3) Vehicle Color 8 - Grey, Silver												
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.													
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown												
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle													
Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No																
Extent of Damage <input type="checkbox"/> No Damage Observed <input checked="" type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input type="checkbox"/> Towed Due to Disabling Damage																
(U6) Most Damaged Area 1 - Front Passenger Corner			(U7) Most Harmful Event 39 - Unknown													
(U8) Pre Crash Actions 1 - Following roadway			(U9) Contributing Circumstances - Vehicle 1 - None													
(U10) Sequence of Events 1 20 - Animal			(U10) Sequence of Events 2													
(U10) Sequence of Events 3			(U10) Sequence of Events 4													
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> License Number 8539328 <input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended State ME License Class C Endorsements 0 Restrictions A <input type="checkbox"/> Last Known Operator																
DRIVER Last Name Reed, Robert J			First Name MI	DRIVER Address 131 Oak Street, Bath ME 04530												
Citation Number Pending <input type="checkbox"/>			Violation 1		Violation 2											
OWNER Last Name (skip if same as Driver) First Name Reed, Elaine C			MI	OWNER Address 131 Oak Street, Bath ME 04530												
(D1) Driver Distracted By 1 - Not Distracted			(D2) Condition at Time of Crash 2 - Physically Impaired or Handicapped													
(D3) Driver Actions at Time of Crash 1 1 - No Contributing Action			(D3) Driver Actions at Time of Crash 2													
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol Test Result Pending Alcohol BAC Result													
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending													
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner																
SEAT ROW SEAT POSITION SEAT POSITION OTHER AIRBAG DEPLOYED RESTRAINT SYSTEM INJURY TYPE INJURY AREA INJURY DEGREE 1-Front Row 1-Left (driver) 1-Sleeper Section of Cab (truck) 1-Not Applicable 1-Not Applicable 1-Amputation 1-Face 1-Fatal 2-Second Row 2-Middle 2-Other Enclosed Cargo Area 2-Not Deployed 2-None Used - Motor Vehicle Occupant 2-Bleeding 2-Head 2-Incapacitating 3-Third Row 3-Right 3- Unenclosed Cargo Area 3-Deployed - Front 3-Shoulder and Lap Belt Used 3-Broken Bones 3-Neck 3-NonIncapacitating 4-Fourth Row 4-Other 4-Trailing Unit 4-Deployed - Side 4-Shoulder Belt Only Used 4-Burns 4-Back 4-Possible Injury 5-Other Row 5-Unknown 5-Riding on Motor Vehicle Ext (non-trailing unit) 5-Deployed - Other (knee, air belt,...) 5-Lap Belt Only Used 5-Concussion 5-Arm(s) 5-No Injury 6-Unknown 6- Unknown 6-Deployed - Combination 6-Child Restraint - Forward Facing 6-Shock 6-Leg(s) 6-Chest Stomach 6-Internal EJECTED 1-Not Ejected HELMET USE 1-DOT-Compliant Motorcycle Helmet 7-Deployment - Curtain 7-Dizziness 7-Entire Body 7-Other 2-Ejected Partially 2-Other Helmet 8-Child Restraint - Rear Facing 8-Abrasion/Bruises 8-Internal 8-Other 3-Ejected Totally 3-No Helmet 9-Child Restraint - Used Incorrectly 9-Complaint of Pain 9-Entire Body 9-Other 10-Booster Seat 10-Other 11-Child Restraint - Other																
AMB CODES - see code sheet																
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians		Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
8	Reed, Elaine C		F	01/02/49	1	3		2	1	3	3	5			1	1
1	Reed, Robert J		M	09/20/48	1	1		2	1	3	3	5			1	1

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Reporting Agency ME0070100		Report Number C12-2548		Crash Date 8/3/2012		Crash Time 15:34		At Scene Date 8/3/2012		At Scene Time 15:44		
City or Town Camden			Street or Highway BELFAST ST			Nearest Intersecting Street Int of BELFAST ST, INV 1301006 RD			<input type="checkbox"/> Off Road			
Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input checked="" type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. 0.92 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Miles		Latitude 44.238540			Longitude -69.040180			
Node 1 48725		Node 2 30635		Measurement Node 30635		Distance to Scene M:1s T:06s		Posted Speed Limit Miles 45 Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45		
(F1) Type of Crash 7 - Went Off Road						(F2) Type of Location 2 - Curved Road						
(F3) Weather Condition 1 - Clear						(F4) Light Condition 1 - Daylight						
(F5) Road Grade 2 - On Grade						(F6) Road Surface Condition 1 - Dry						
(F7) Traffic Control Device 13 - None						Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Unk						
(F8) Location of First Harmful Event 1 - On Roadway						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No						
(F9) Contributing Circumstances - Environment 1 1 - None						(F9) Contributing Circumstances - Environment 2						
(F10) Contributing Circumstances - Road 1 1 - None						(F10) Contributing Circumstances - Road 2 1 - None						
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk						
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone						
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No						
NARRATIVE Unit 1 (one) was traveling North on Rt# 1. The location of the of the accident is a location frequent for accident due to weather and high traffic volume. Unit 1 crested the hill, and started down the grade. There were two to three vehicles in front of Unit 1. One of the lead vehicles had stopped abruptly, possible to turn down Spring brook Rd. Operator of unit 1 applied the brakes in attempt to avoid colliding with the vehicles in front of him. There were several feet of skid marks prior to the unit 1 going off the road. When it became apparent, even with the best efforts of the Operator of unit 1, that the vehicle was not going to stop in time to avoid colliding with vehicles stopped in the roadway, the operator of Unit 1 turned toward the ditch on the right side of the roadway. The ditch, steep and wide, caused Unit 1 and the travel trailer it was towing to list to the right. At one point the travel trailer listed far enough to have struck some tall trees at the top of the trailer. This was in part the reason both the trailer and Unit 1 towing it did not roll over on its side. There appeared to be minimal damage to the underneath of unit 1. However the travel trailer it was towing showed substantial damage. Damage to the trailer was to the side, under carriage, and the frame / structure of the trailer itself. To get the vehicle and the trailer back on the roadway, without causing more damage,...						CRASH DIAGRAM 						
Witness Last Name			First		MI		Address		City		State Zip	
Witness Last Name			First		MI		Address		City		State Zip	
Non Vehicle Property Damage Description 2006 Keystone Trailer, Vin #4YDT21R276G923512 - PA REG. XDR1192						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input checked="" type="checkbox"/> Private						
Property Owner Name BRIAN M & TRACI VENNIE						Address 127 EGYPT RD, Tafton		City PA		State Zip 18464		
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private						
Property Owner Name						Address		City		State Zip		
Reporting Officer Ofc Dan Brown			Badge# 308		Report Date 8/4/2012		Approved By Sgt John Tooley			Approved Date 8/4/2012		

Report Number
C12-2548

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN 1FTSW21P57EA3034	License Plate EF1694	State PA	(U1) Unit Type 5 - Pickup
<input type="checkbox"/> No Insurance	NAIC 28188	Insurance Company Name TRAVCO INSURANCE COMPANY		Insurance Policy Number 9893079291011	
(U2) Vehicle Make 18 - FORD			Vehicle Year 2007	(U3) Vehicle Color 1 - Black	
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.		
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown	
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle		
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input checked="" type="checkbox"/> Functional Damage <input type="checkbox"/> Towed Due to Disabling Damage					
(U6) Most Damaged Area 14 - Undercarriage			(U7) Most Harmful Event 25 - Ditch		
(U8) Pre Crash Actions 1 - Following roadway			(U9) Contributing Circumstances - Vehicle 1 - None		
(U10) Sequence of Events 1 8 - Went Off Roadway Right			(U10) Sequence of Events 2 50 - No Other Events		
(U10) Sequence of Events 3 50 - No Other Events			(U10) Sequence of Events 4 50 - No Other Events		
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator		License Number 22009007	<input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended	State PA	License Class C
DRIVER Last Name Vennie, Brian M		First Name M	MI 	DRIVER Address 127 EGYPT RD, Tafton PA 18464	
Citation Number Pending		Violation 1 		Violation 2 	
OWNER Last Name (skip if same as Driver) Vennie, Brian M		First Name M	MI 	OWNER Address 127 EGYPT RD, Tafton PA 18464	
(D1) Driver Distracted By 1 - Not Distracted			(D2) Condition at Time of Crash 1 - Apparently Normal		
(D3) Driver Actions at Time of Crash 1 17 - Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway			(D3) Driver Actions at Time of Crash 2 2 - Ran Off Roadway		
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)		Alcohol Test Result Pending		Alcohol BAC Result	
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other		Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending			
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner					
SEAT ROW 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown					
SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown 6-Unknown					
SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3-Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6-Unknown					
AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain					
RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other					
INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other					
INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other					
INJURY DEGREE 1-Fatal 2-Incapacitating 3-Nonincapacitating 4-Possible Injury 5-No Injury					
INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation					
AMB CODES - see code sheet					
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos Other
6	Vennie, Brian M	M	01/15/70	1	1
2	Vennie, Traci	F	05/18/73	1	3
2	Vennie, Ryleigh	F	01/26/02	2	1
2	Vennie, Bailey	M	05/09/04	2	3

STATE OF MAINE CRASH REPORT

Report Number

C12-2548

Narrative / Diagram Supplemental

Unit 1 (one) was traveling North on Rt# 1. The location of the of the accident is a location frequent for accident due to weather and high traffic volume. Unit 1 crested the hill, and started down the grade. There were two to three vehicles in front of Unit 1. One of the lead vehicles had stopped abruptly, possible to turn down Spring brook Rd. Operator of unit 1 applied the brakes in attempt to avoid colliding with the vehicles in front of him. There were several feet of skid marks prior to the unit 1 going off the road. When it became apparent, even with the best efforts of the Operator of unit 1, that the vehicle was not going to stop in time to avoid colliding with vehicles stopped in the roadway, the operator of Unit 1 turned toward the ditch on the right side of the roadway. The ditch, steep and wide, caused Unit 1 and the travel trailer it was towing to list to the right. At one point the travel trailer listed far enough to have struck some tall trees at the top of the trailer. This was in part the reason both the trailer and Unit 1 towing it did not roll over on its side. There appeared to be minimal damage to the underneath of unit 1. However the travel trailer its was towing showed substantial damage. Damage to the trailer was to the side, under carriage, and the frame / structure of the trailer itself. To get the vehicle and the trailer back on the roadway, without causing more damage, took a substantial amount of time, and two separate wreckers.

FIRST PAGE

Last Modified: 10/2/2012 21:48

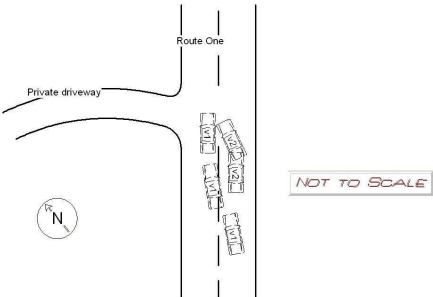
Report Number
C12-3356

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN 1GTEK19BX5E336369	License Plate 549ABS	State ME	(U1) Unit Type 5 - Pickup										
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name Peerless Ins Co		Insurance Policy Number PLPW835603											
(U2) Vehicle Make 23 - GMC			Vehicle Year 2005	(U3) Vehicle Color 5 - Green											
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.												
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown											
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle												
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input checked="" type="checkbox"/> Functional Damage <input type="checkbox"/> Towed Due to Disabling Damage			Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No												
(U6) Most Damaged Area 12 - Front			(U7) Most Harmful Event 12 - Animal												
(U8) Pre Crash Actions 1 - Following roadway			(U9) Contributing Circumstances - Vehicle 1 - None												
(U10) Sequence of Events 1 50 - No Other Events			(U10) Sequence of Events 2 50 - No Other Events												
(U10) Sequence of Events 3			(U10) Sequence of Events 4												
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator			License Number 6367170 <input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended												
DRIVER Last Name Scott, Bradford			DRIVER Address PO BOX 236, Lincolnville ME 04849												
Citation Number Pending <input type="checkbox"/>			Violation 1 Violation 2												
OWNER Last Name (skip if same as Driver) First Name Scott, Bradford			OWNER Address PO BOX 236, Lincolnville ME 04849												
(D1) Driver Distracted By 1 - Not Distracted			(D2) Condition at Time of Crash 1 - Apparently Normal												
(D3) Driver Actions at Time of Crash 1 1 - No Contributing Action			(D3) Driver Actions at Time of Crash 2												
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol Test Result Pending Alcohol BAC Result												
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending												
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner															
SEAT ROW SEAT POSITION SEAT POSITION OTHER AIRBAG DEPLOYED RESTRAINT SYSTEM INJURY TYPE INJURY AREA INJURY DEGREE															
1-Front Row 1-Left (driver) 1-Sleeper Section of Cab (truck) 1-Not Applicable 1-Not Applicable 1-Amputation 1-Face 1-Fatal															
2-Second Row 2-Middle 2-Other Enclosed Cargo Area 2-Not Deployed 2-None Used - Motor Vehicle Occupant 2-Bleeding 2-Head 2-Incapacitating															
3-Third Row 3-Right 3- Unenclosed Cargo Area 3-Deployed - Front 3-Shoulder and Lap Belt Used 3-Broken Bones 3-Neck 3-NonIncapacitating															
4-Fourth Row 4-Other 4-Trailing Unit 4-Deployed - Side 4-Shoulder Belt Only Used 4-Burns 4-Back 4-Possible Injury															
5-Other Row 5-Unknown 5-Riding on Motor Vehicle Ext (non-trailing unit) 5-Deployed - Other (knee, air belt,...) 5-Lap Belt Only Used 5-Concussion 5-Arm(s) 5-No Injury															
6-Unknown 6-Unknown 6-Deployed - Combination 6-Child Restraint - Forward Facing 6-Shock 6-Leg(s) 6-Chest Stomach															
EJECTED 1-Not Ejected 1-DOT-Compliant Motorcycle Helmet 7-Deployment - Curtain 8-Child Restraint - Rear Facing 7-Dizziness 7-Internal 7-Entire Body															
2-Ejected Partially 2-Other Helmet 8-Abrasion/Bruises 8-Complaint of Pain 8-Other 8-Other 8-Other															
3-Ejected Totally 3-No Helmet 9-Child Restraint - Used Incorrectly 9-Other 9-Other 9-Other															
10-Booster Seat 10-Other 10-Other 10-Other															
11-Child Restraint - Other															
AMB CODES - see code sheet															
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	Scott, Bradford	M	05/03/67	1	1		2	1	3		5			1	1

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Reporting Agency ME0070100		Report Number C12-4063		Crash Date 12/8/2012		Crash Time 13:58		At Scene Date 12/8/2012		At Scene Time 14:01	
City or Town Camden			Street or Highway BELFAST ST			Nearest Intersecting Street Int of BELFAST ST, INV 1301006 RD			<input type="checkbox"/> Off Road		
Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input checked="" type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. 1.01 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Miles		Latitude 44.239200			Longitude -69.039290		
Node 1 48725		Node 2 30635		Measurement Node 30635		Distance to Scene 0.0s 1.64s		Posted Speed Limit Miles 50 Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45	
(F1) Type of Crash 2 - Rear End / Sideswipe						(F2) Type of Location 6 - Driveways					
(F3) Weather Condition 4 - Rain						(F4) Light Condition 1 - Daylight					
(F5) Road Grade 2 - On Grade						(F6) Road Surface Condition 2 - Wet					
(F7) Traffic Control Device 13 - None						Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk					
(F8) Location of First Harmful Event 1 - On Roadway						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
(F9) Contributing Circumstances - Environment 1 1 - None						(F9) Contributing Circumstances - Environment 2					
(F10) Contributing Circumstances - Road 1 1 - None						(F10) Contributing Circumstances - Road 2 1 - None					
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk					
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone					
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No					
NARRATIVE On Saturday, December 08, 2012 at 13:58:00, Sgt John Tooley responded to a crash on BELFAST ST approximately 1.01 miles North of INV 1301006 RD in Camden Maine. At the time of the crash, the weather was rain and the road surface was wet. Vehicles... Vehicle #1, operated by Perry Barnard, DOB 8/12/1967 was northbound overtaking passing and followed too closely. Vehicle #1 sustained functional damage to the center driver side. Vehicle #1 occupant(s) are listed below: Driver: Perry Barnard DOB 8/12/1967 Injury: No Injury Vehicle #2, operated by Elaine Paine, DOB 2/27/1943 was northbound making left turn. Vehicle #2 sustained functional damage to the front. Vehicle #2 occupant(s) are listed below: Driver: Elaine Paine DOB 2/27/1943 Injury: No Injury Passenger: Susan Tennant DOB 10/25/1942 Injury: No...						CRASH DIAGRAM 					
Witness Last Name		First		MI		Address		City		State Zip	
Witness Last Name		First		MI		Address		City		State Zip	
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private					
Property Owner Name						Address City State Zip					
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private					
Property Owner Name						Address City State Zip					
Reporting Officer Sgt John Tooley		Badge# 303		Report Date 12/8/2012		Approved By Sgt John Tooley			Approved Date 12/13/2012		

Report Number
C12-4063

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN 1G3AJ55M3T6416801	License Plate 6878PY	State ME	(U1) Unit Type 1 - Passenger Car									
<input type="checkbox"/> No Insurance	NAIC 35882	Insurance Company Name GEICO GENERAL INSURANCE COMPANY		Insurance Policy Number 0519-59-72-07										
(U2) Vehicle Make 51 - OLDSMOBILE			Vehicle Year 1996	(U3) Vehicle Color 15 - Tan										
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.											
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown										
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle											
Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No														
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input checked="" type="checkbox"/> Functional Damage <input type="checkbox"/> Towed Due to Disabling Damage														
(U6) Most Damaged Area 3 - Center Passenger Side			(U7) Most Harmful Event 13 - Motor Vehicle in Transport											
(U8) Pre Crash Actions 18 - Overtaking Passing			(U9) Contributing Circumstances - Vehicle 1 - None											
(U10) Sequence of Events 1 21 - Motor Vehicle In Transport			(U10) Sequence of Events 2 50 - No Other Events											
(U10) Sequence of Events 3			(U10) Sequence of Events 4											
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> License Number 2513184 <input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended State ME License Class C Endorsements 0 Restrictions 0														
DRIVER Last Name Barnard, Perry I			DRIVER Address 78 WATERVILLE ROAD, Belfast ME 04915											
Citation Number Pending <input type="checkbox"/>			Violation 1 Violation 2											
OWNER Last Name (skip if same as Driver) First Name Camerson, Sarah			OWNER Address 78 WATERVILLE RD, Belfast ME 04915											
(D1) Driver Distracted By 6 - Unkown			(D2) Condition at Time of Crash 1 - Apparently Normal											
(D3) Driver Actions at Time of Crash 1 14 - Followed Too Closely			(D3) Driver Actions at Time of Crash 2 1 - No Contributing Action											
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol Test Result Pending <input type="checkbox"/> Alcohol BAC Result											
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending											
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner														
SEAT ROW SEAT POSITION SEAT POSITION OTHER AIRBAG DEPLOYED RESTRAINT SYSTEM INJURY TYPE INJURY AREA INJURY DEGREE														
1-Front Row 1-Left (driver) 1-Sleeper Section of Cab (truck) 1-Not Applicable 1-Not Applicable 1-Amputation 1-Face 1-Fatal														
2-Second Row 2-Middle 2-Other Enclosed Cargo Area 2-Not Deployed 2-None Used - Motor Vehicle Occupant 2-Bleeding 2-Head 2-Incapacitating														
3-Third Row 3-Right 3- Unenclosed Cargo Area 3-Deployed - Front 3-Shoulder and Lap Belt Used 3-Broken Bones 3-Neck 3-NonIncapacitating														
4-Fourth Row 4-Other 4-Trailing Unit 4-Deployed - Side 4-Shoulder Belt Only Used 4-Burns 4-Back 4-Possible Injury														
5-Other Row 5-Unknown 5-Riding on Motor Vehicle Ext (non-trailing unit) 5-Deployed - Other (knee, air belt,...) 5-Lap Belt Only Used 5-Concussion 5-Arm(s) 5-No Injury														
6-Unknown 6-Unknown 6-Deployed - Combination 6-Child Restraint - Forward Facing 6-Shock 6-Leg(s) 6-Chest Stomach														
EJECTED 1-Not Ejected 1-DOT-Compliant Motorcycle Helmet 7-Deployment - Curtain 8-Child Restraint - Rear Facing 7-Dizziness 7-Internal 7-Entire Body														
2-Ejected Partially 2-Other Helmet 8-Abrasion/Bruises 8-Complaint of Pain 8-Other 8-Other 8-Other														
3-Ejected Totally 3-No Helmet 9-Child Restraint - Used Incorrectly 9-Other 9-Other 9-Other														
AMB CODES - see code sheet														
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	Barnard, Perry I	M	08/12/67	1	1	1	1	3	3	5			2	1

Report Number
C12-4063

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 2	<input type="checkbox"/> Hit Run?	VIN WDBHA29G9XA789733	License Plate LAYNIE	State ME	(U1) Unit Type 1 - Passenger Car
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name Patron Oxford Insurance Co		Insurance Policy Number 549266	
(U2) Vehicle Make 45 - MERCEDES BENZ			Vehicle Year 1999	(U3) Vehicle Color 15 - Tan	
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.		
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown	
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle		
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input checked="" type="checkbox"/> Functional Damage <input type="checkbox"/> Towed Due to Disabling Damage					
(U6) Most Damaged Area 12 - Front			(U7) Most Harmful Event 13 - Motor Vehicle in Transport		
(U8) Pre Crash Actions 6 - Making left turn			(U9) Contributing Circumstances - Vehicle 1 - None		
(U10) Sequence of Events 1 21 - Motor Vehicle In Transport			(U10) Sequence of Events 2 50 - No Other Events		
(U10) Sequence of Events 3 50 - No Other Events			(U10) Sequence of Events 4 50 - No Other Events		
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator			License Number 2196008 <input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended		
DRIVER Last Name Paine, Elaine			DRIVER Address 33 PEPPERRELL RD, Kittery Point ME 03905		
Citation Number Pending <input type="checkbox"/>			Violation 1 Violation 2		
OWNER Last Name (skip if same as Driver) First Name Paine, Nelson			OWNER Address 33 PEPPERRELL ROAD, Kittery Point ME 03905		
(D1) Driver Distracted By 1 - Not Distracted			(D2) Condition at Time of Crash 1 - Apparently Normal		
(D3) Driver Actions at Time of Crash 1 1 - No Contributing Action			(D3) Driver Actions at Time of Crash 2		
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol Test Result Pending Alcohol BAC Result		
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending		
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner							
SEAT ROW 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown	SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown	SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3- Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6- Unknown	AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain	RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other	INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other	INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other	INJURY DEGREE 1-Fatal 2-Incapacitating 3-NonIncapacitating 4-Possible Injury 5-No Injury
EJECTED 1-Not Ejected 2-Ejected Partially 3-Ejected Totally	HELMET USE 1-DOT-Compliant Motorcycle Helmet 2-Other Helmet 3-No Helmet	INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation					

AMB CODES - see code sheet														
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians			Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type
	Last Name, First Name, Mi													
1	Paine, Elaine			F	02/27/43	1	1		2	1	3		5	
2	Tennant, Susan			F	10/25/42	1	3		1	1	3		5	

STATE OF MAINE CRASH REPORT

Report Number

C12-4063

Narrative / Diagram Supplemental

On Saturday, December 08, 2012 at 13:58:00, Sgt John Tooley responded to a crash on BELFAST ST approximately 1.01 miles North of INV 1301006 RD in Camden Maine. At the time of the crash, the weather was rain and the road surface was wet.

Vehicles...

Vehicle #1, operated by Perry Barnard, DOB 8/12/1967 was northbound overtaking passing and followed too closely. Vehicle #1 sustained functional damage to the center driver side.

Vehicle #1 occupant(s) are listed below:

Driver: Perry Barnard DOB 8/12/1967 Injury: No Injury

Vehicle #2, operated by Elaine Paine, DOB 2/27/1943 was northbound making left turn. Vehicle #2 sustained functional damage to the front.

Vehicle #2 occupant(s) are listed below:

Driver: Elaine Paine DOB 2/27/1943 Injury: No Injury

Passenger: Susan Tennant DOB 10/25/1942 Injury: No Injury

On Saturday, December 08, 2012 at 13:58:00, Sgt John Tooley responded to a crash on BELFAST ST approximately 1.01 miles North of INV 1301006 RD in Camden Maine. At the time of the crash, the weather was rain and the road surface was wet.

Vehicles...

Vehicle #1, operated by Perry Barnard, DOB 8/12/1967 was northbound overtaking passing and followed too closely. Vehicle #1 sustained functional damage to the center driver side.

Vehicle #1 occupant(s) are listed below:

Driver: Perry Barnard DOB 8/12/1967 Injury: No Injury

Vehicle #2, operated by Elaine Paine, DOB 2/27/1943 was northbound making left turn. Vehicle #2 sustained functional damage to the front.

Vehicle #2 occupant(s) are listed below:

Driver: Elaine Paine DOB 2/27/1943 Injury: No Injury

Passenger: Susan Tennant DOB 10/25/1942 Injury: No Injury

V1 was travelling behind V2.

V2 slowed to make a left handed turn. V1 could not stop in time, and did not see V2's blinker on until the last moment.

V1 passed V2 as V2 was turning left, and the two vehicles struck one another.

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Reporting Agency ME0070100		Report Number C13-0338		Crash Date 2/8/2013		Crash Time 10:15		At Scene Date 2/8/2013		At Scene Time 10:30										
City or Town Camden			Street or Highway BELFAST ST			Intersection 1307128th CL			Off Road <input type="checkbox"/>											
Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input type="checkbox"/> North <input checked="" type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. 0.11 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Miles		Latitude 44.250350			Longitude -69.032650											
Node 1 48725		Node 2 30635		Measurement Node 48725		Distance to Scene 0.0s T.33s		Posted Speed Limit Miles 50 Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45										
(F1) Type of Crash 7 - Went Off Road						(F2) Type of Location 6 - Driveways														
(F3) Weather Condition 6 - Snow						(F4) Light Condition 1 - Daylight														
(F5) Road Grade 1 - Level						(F6) Road Surface Condition 3 - Snow														
(F7) Traffic Control Device 13 - None						Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk														
(F8) Location of First Harmful Event 2 - Shoulder						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No														
(F9) Contributing Circumstances - Environment 1 2 - Weather Conditions						(F9) Contributing Circumstances - Environment 2 1 - None														
(F10) Contributing Circumstances - Road 1 2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)						(F10) Contributing Circumstances - Road 2 1 - None														
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk														
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone														
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No														
NARRATIVE Unit#1 operator was heading Rt. 1 South slowing in traffic in the area of 560 Belfast Road. Unit#1 operator was slowing and attempting to make a right hand turn into the driveway at 560 Belfast Road. Operator lost control of the vehicle due to the snow covered roads. Unit#1 struck the mailbox causing damage to the front passenger side of the vehicle.						CRASH DIAGRAM 														
Witness Last Name			First			MI			Address			City			State			Zip		
Witness Last Name			First			MI			Address			City			State			Zip		
Non Vehicle Property Damage Description									<input type="checkbox"/> State			<input type="checkbox"/> City or Town			<input type="checkbox"/> Utilities			<input type="checkbox"/> Private		
Property Owner Name						Address			City			State			Zip					
Non Vehicle Property Damage Description									<input type="checkbox"/> State			<input type="checkbox"/> City or Town			<input type="checkbox"/> Utilities			<input type="checkbox"/> Private		
Property Owner Name						Address			City			State			Zip					
Reporting Officer Det Curt Andrick				Badge# 304		Report Date 2/13/2013		Approved By Sgt John Tooley				Approved Date 2/14/2013								

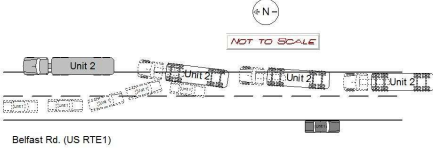
Report Number
C13-0338

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN 2G2WR554471146042	License Plate 753AJA	State ME	(U1) Unit Type 1 - Passenger Car									
<input type="checkbox"/> No Insurance		NAIC	Insurance Company Name MMG Insurance Company		Insurance Policy Number AUTO 564789									
(U2) Vehicle Make 58 - PONTIAC			Vehicle Year 2007	(U3) Vehicle Color 8 - Grey, Silver										
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.											
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input type="checkbox"/> Northbound <input checked="" type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown										
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle											
Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No														
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input checked="" type="checkbox"/> Functional Damage <input type="checkbox"/> Towed Due to Disabling Damage														
(U6) Most Damaged Area 1 - Front Passenger Corner			(U7) Most Harmful Event 36 - Mailbox											
(U8) Pre Crash Actions 5 - Making right turn			(U9) Contributing Circumstances - Vehicle 1 - None											
(U10) Sequence of Events 1 45 - Mailbox			(U10) Sequence of Events 2											
(U10) Sequence of Events 3			(U10) Sequence of Events 4											
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> License Number 6883102 <input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended State ME License Class C Endorsements 0 Restrictions 0 <input type="checkbox"/> Last Known Operator														
DRIVER Last Name Boyce, Jean M			First Name MI	DRIVER Address 560 Belfast Road, Camden ME 04843										
Citation Number Pending			Violation 1 Violation 2											
OWNER Last Name (skip if same as Driver) Boyce, Jean M			First Name MI	OWNER Address 560 Belfast Road, Camden ME 04843										
(D1) Driver Distracted By 1 - Not Distracted			(D2) Condition at Time of Crash 1 - Apparently Normal											
(D3) Driver Actions at Time of Crash 1 9 - Drove Too Fast For Conditions			(D3) Driver Actions at Time of Crash 2 9 - Drove Too Fast For Conditions											
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol Test Result Pending											
Alcohol BAC Result														
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending											
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner														
SEAT ROW SEAT POSITION SEAT POSITION OTHER AIRBAG DEPLOYED RESTRAINT SYSTEM INJURY TYPE INJURY AREA INJURY DEGREE 1-Front Row 1-Left (driver) 1-Sleeper Section of Cab (truck) 1-Not Applicable 1-Not Applicable 1-Amputation 1-Face 1-Fatal 2-Second Row 2-Middle 2-Other Enclosed Cargo Area 2-Not Deployed 2-None Used - Motor Vehicle Occupant 2-Bleeding 2-Head 2-Incapacitating 3-Third Row 3-Right 3- Unenclosed Cargo Area 3-Deployed - Front 3-Shoulder and Lap Belt Used 3-Broken Bones 3-Neck 3-NonIncapacitating 4-Fourth Row 4-Other 4-Trailing Unit 4-Deployed - Side 4-Shoulder Belt Only Used 4-Burns 4-Back 4-Possible Injury 5-Other Row 5-Unknown 5-Riding on Motor Vehicle Ext (non-trailing unit) 5-Deployed - Other (knee, air belt,...) 5-Lap Belt Only Used 5-Concussion 5-Arm(s) 5-No Injury 6-Unknown 6-Unknown 6-Deployed - Combination 6-Child Restraint - Forward Facing 6-Shock 6-Leg(s) 6-Leg(s) EJECTED HELMET USE 7-Deployment - Curtain 7-Child Restraint - Rear Facing 7-Dizziness 7-Chest Stomach 7-Chest Stomach 1-Not Ejected 1-DOT-Compliant Motorcycle Helmet 8-Child Restraint - Used Incorrectly 8-Abrasion/Bruises 8-Internal 8-Internal 2-Ejected Partially 2-Other Helmet 9-Child Restraint - Used Incorrectly 9-Complaint of Pain 9-Entire Body 9-Entire Body 3-Ejected Totally 3-No Helmet 10-Booster Seat 10-Other 10-Other 10-Other 10-Other 11-Child Restraint - Other														
AMB CODES - see code sheet														
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	Boyce, Jean M	F	04/16/48	1	1	1	1	3	3	5			1	1

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Reporting Agency ME0070100		Report Number C13-1509		Crash Date 6/7/2013		Crash Time 11:40		At Scene Date 6/7/2013		At Scene Time 11:50	
City or Town Camden			Street or Highway BELFAST ST			1307128 TL CAMDEN-LINCOLNVILLE CL			<input type="checkbox"/> Off Road		
Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input type="checkbox"/> North <input checked="" type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. 0.55 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Miles		Latitude 44.246240			Longitude -69.035390		
Node 1 48725		Node 2 30635		Measurement Node 48725		Distance to Scene 0.55 Miles		Posted Speed Limit 50 Miles per Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45	
(F1) Type of Crash 3 - Head-on / Sideswipe						(F2) Type of Location 1 - Straight Road					
(F3) Weather Condition 2 - Cloudy						(F4) Light Condition 1 - Daylight					
(F5) Road Grade 1 - Level						(F6) Road Surface Condition 1 - Dry					
(F7) Traffic Control Device 13 - None						Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk					
(F8) Location of First Harmful Event 1 - On Roadway						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
(F9) Contributing Circumstances - Environment 1 1 - None						(F9) Contributing Circumstances - Environment 2					
(F10) Contributing Circumstances - Road 1 1 - None						(F10) Contributing Circumstances - Road 2					
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk					
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone					
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No					
NARRATIVE On Friday, June 07, 2013 at 11:40:00, Ofc Allen Weaver responded to a crash on BELFAST ST approximately 0.55 miles South of 1307128 TL CAMDEN-LINCOLNVILLE CL in Camden Maine. At the time of the crash, the weather was cloudy and the road surface was dry. Vehicles... Vehicle #1, operated by George Brown, DOB 2/10/1925 was southbound wrong way into opposing traffic and failed to keep in proper lane. Vehicle #1 was towed due to disabling damage to the front driver corner. Vehicle #1 occupant(s) are listed below: Driver: George Brown DOB 2/10/1925 Injury: No Injury Passenger: Constance Brown DOB 10/2/1922 Injury: No Injury Vehicle #2, operated by Daniel Williams, DOB 10/5/1972 was northbound following roadway. Vehicle #2 sustained functional damage to the center driver...						CRASH DIAGRAM 					
Witness Last Name Kinney, Allen			First MI		Address PO Box 535, Searsport ME 04974			City ME		State 04974	
Witness Last Name Gleason, Pamela			First MI		Address 16 Central Street, Camden ME 04843			City ME		State 04843	
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private					
Property Owner Name						Address City State Zip					
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private					
Property Owner Name						Address City State Zip					
Reporting Officer Ofc Allen Weaver			Badge# 306		Report Date 6/7/2013		Approved By Sgt John Tooley			Approved Date 6/16/2013	

Report Number
C13-1509

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN 1G3AJ85M9T6406260	License Plate GALB	State ME	(U1) Unit Type 1 - Passenger Car
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name Travelers Home And Marine		Insurance Policy Number 9758834401012	
(U2) Vehicle Make 51 - OLDSMOBILE			Vehicle Year 1996	(U3) Vehicle Color 4 - Blue	
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.		
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input type="checkbox"/> Northbound <input checked="" type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown	
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle		
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input checked="" type="checkbox"/> Towed Due to Disabling Damage					
(U6) Most Damaged Area 11 - Front Driver Corner			(U7) Most Harmful Event 13 - Motor Vehicle in Transport		
(U8) Pre Crash Actions 2 - Wrong way into opposing traffic			(U9) Contributing Circumstances - Vehicle 1 - None		
(U10) Sequence of Events 1 11 - Cross Centerline			(U10) Sequence of Events 2 21 - Motor Vehicle In Transport		
(U10) Sequence of Events 3			(U10) Sequence of Events 4		
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator			License Number 4803108 <input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended		
DRIVER Last Name Brown, George A			DRIVER Address 21 Eaton Ave, Camden ME 04843		
Citation Number Pending <input type="checkbox"/>			Violation 1 Violation 2		
OWNER Last Name (skip if same as Driver) First Name Brown, George A			OWNER Address 21 Eaton Ave, Camden ME 04843		
(D1) Driver Distracted By 6 - Unkown			(D2) Condition at Time of Crash 1 - Apparently Normal		
(D3) Driver Actions at Time of Crash 1 15 - Failed to Keep in Proper Lane			(D3) Driver Actions at Time of Crash 2		
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol Test Result Pending Alcohol BAC Result		
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending		
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner							
SEAT ROW 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown	SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown	SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3- Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6- Unknown	AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain	RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other	INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other	INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other	INJURY DEGREE 1-Fatal 2-Incapacitating 3-NonIncapacitating 4-Possible Injury 5-No Injury
EJECTED 1-Not Ejected 2-Ejected Partially 3-Ejected Totally	HELMET USE 1-DOT-Compliant Motorcycle Helmet 2-Other Helmet 3-No Helmet	INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation					

AMB CODES - see code sheet														
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source
6	Brown, George A	M	02/10/25	1	1		2	1	3		5			2 1
2	Brown, Constance	F	10/02/22	1	3		2	1	3		5			2 1

Report Number
C13-1509

































STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 2	<input type="checkbox"/> Hit Run?	VIN 1FUJF0CV55LV09932	License Plate 2GG983	State OK	Weight (lbs) 17 - Medium/Heavy Trucks (More than 10,000 lbs)										
<input type="checkbox"/> No Insurance		NAIC	Insurance Company Name Zurich American Insurance		Insurance Policy Number BAP926540103										
(U2) Vehicle Make 19 - FREIGHTLINER			Vehicle Year 2005	(U3) Vehicle Color 14 - White											
(U4) Vehicle Configuration 11 - Tractor/Semi-Trailer (one trailer - 5 axles)			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input checked="" type="checkbox"/> > than 26,000 lbs.												
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown											
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle												
Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No															
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input checked="" type="checkbox"/> Functional Damage <input type="checkbox"/> Towed Due to Disabling Damage															
(U6) Most Damaged Area 9 - Center Driver Side			(U7) Most Harmful Event 13 - Motor Vehicle in Transport												
(U8) Pre Crash Actions 1 - Following roadway			(U9) Contributing Circumstances - Vehicle 1 - None												
(U10) Sequence of Events 1 21 - Motor Vehicle In Transport			(U10) Sequence of Events 2												
(U10) Sequence of Events 3			(U10) Sequence of Events 4												
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> License Number 8626199 <input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended State ME License Class A Endorsements I,N,T Restrictions A <input type="checkbox"/> Last Known Operator															
DRIVER Last Name Williams, Daniel R			First Name	MI	DRIVER Address 15 Franklin Street, Waterville ME 04901										
Citation Number Pending <input type="checkbox"/>			Violation 1		Violation 2										
OWNER Last Name (skip if same as Driver) First Name Guardian Bldg. Prod. Dist.			MI	OWNER Address 2401 SW 10th, Oklahoma City OK 73108											
(D1) Driver Distracted By 1 - Not Distracted			(D2) Condition at Time of Crash 1 - Apparently Normal												
(D3) Driver Actions at Time of Crash 1 1 - No Contributing Action			(D3) Driver Actions at Time of Crash 2												
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			<input type="checkbox"/> Alcohol Test Result Pending Alcohol BAC Result												
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending												
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner															
SEAT ROW SEAT POSITION SEAT POSITION OTHER AIRBAG DEPLOYED RESTRAINT SYSTEM INJURY TYPE INJURY AREA INJURY DEGREE 1-Front Row 1-Left (driver) 1-Sleeper Section of Cab (truck) 1-Not Applicable 1-Not Applicable 1-Amputation 1-Face 1-Fatal 2-Second Row 2-Middle 2-Other Enclosed Cargo Area 2-Not Deployed 2-None Used - Motor Vehicle Occupant 2-Bleeding 2-Head 2-Incapacitating 3-Third Row 3-Right 3- Unenclosed Cargo Area 3-Deployed - Front 3-Shoulder and Lap Belt Used 3-Broken Bones 3-Neck 3-NonIncapacitating 4-Fourth Row 4-Other 4-Trailing Unit 4-Deployed - Side 4-Shoulder Belt Only Used 4-Burns 4-Back 4-Possible Injury 5-Other Row 5-Unknown 5-Riding on Motor Vehicle Ext (non-trailing unit) 5-Lap Belt Only Used 5-Concussion 5-Arm(s) 5-No Injury 6-Unknown 6-Unknown 6-Deployed - Other (knee, air belt,...) 6-Child Restraint - Forward Facing 6-Shock 6-Leg(s) 6-Leg(s) EJECTED HELMET USE 7-Deployment - Curtain 7-Child Restraint - Rear Facing 7-Dizziness 7-Chest Stomach INJURY INFO SOURCE 1-Not Ejected 1-DOT-Compliant Motorcycle Helmet 8-Child Restraint - Used Incorrectly 8-Abrasion/Bruises 8-Internal 1-Officer Observation 2-Ejected Partially 2-Other Helmet 9-Child Restraint - Used Incorrectly 9-Complaint of Pain 9-Entire Body 2-Individual Statement 3-Ejected Totally 3-No Helmet 10-Booster Seat 10-Other 10-Other 3-Medical, Paramedical Observation															
AMB CODES - see code sheet															
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians		Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	Williams, Daniel R		M	10/05/72	1	1	2	1	3		5			2	1

STATE OF MAINE CRASH REPORT

Report Number C13-1509		Commercial Vehicle Supplemental		No Carrier Identification Numbers <input type="checkbox"/>
Unit ID 2	USDOT Number 470177	MC/MX Number	State Number	MCSAP Number
<input checked="" type="checkbox"/> Interstate Carrier		<input type="checkbox"/> Intrastate Carrier	<input type="checkbox"/> Not in Commerce-Government	<input type="checkbox"/> Not in Commerce-Other Trucks (Over 10,000 lbs. GVWR/GCWR)
Carrier Name GUARDIAN BUILDING PRODUCTS DISTRIBUTION INC			Carrier Phone (864) 281-3546	
Address 979 BATESVILLE ROAD, GREER SC 29651-6819		City	State	Zip
<input type="checkbox"/> Oversize Permit Weight		<input type="checkbox"/> Oversize Permit Length	<input type="checkbox"/> Oversize Permit Height	<input type="checkbox"/> Oversize Permit Width
98 Cargo Body Type (enter one code from below)		<input type="checkbox"/> Unloaded	<input checked="" type="checkbox"/> Partially Loaded	<input type="checkbox"/> Loaded

1 Bus (9-15 Seats, Including Driver)  	6 Dump  	11 Pole 
2 Bus (16 or More Seats, Including Driver)   	7 Concrete Mixer  	12 Log  
3 Van/Enclosed Box   	8 Auto Transporter  	13 Intermodal Chassis  
4 Cargo Tank  	9 Garbage/Refuse  	14 Vehicle Towing Motor Vehicle  
5 Flat Bed   	10 Grain, Chips, Gravel  	15 No Cargo Body  

98 Other Cargo Body (not listed above)

A Commodity Code (enter one code from below) <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> A General Freight B Household Goods C Metal: Sheets, Coils, Rolls D Motor Vehicles E DriveAway / TowAway F Forest Products G Building Products H Mobile Homes I Machinery, Large Objects </div> <div style="width: 30%;"> J Fresh Produce K Liquids / Gases in Cargo Tank L Intermodal M Passengers N Oil Field Equipment O Livestock P Grain, Feed, Hay Q Coal / Coke R Meat </div> <div style="width: 30%;"> S Garbage, Refuse, Trash T U.S. Mail U Chemicals V Commodities, Dry Bulk W Refrigerated Foods X Beverage Y Paper Products Z Other </div> </div>
--

0 Bus Use (enter one code from below) <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;"> 0 Not a Bus 1 School (Public or Private) </div> <div style="width: 30%;"> 2 Transit 3 Intercity </div> <div style="width: 30%;"> 4 Charter 5 Other </div> </div>

HAZMAT Class Number (enter one code from below)

1 Explosives
 2 Gases - Compressed, Dissolved or Refrigerated
 3 Flammable Liquids
 4 Flammable Solids-Combustible, Water Reactive
 5 Oxidizing Substances-Organic Peroxides

6 Poisonous (Toxic) and Infectious Substances
 7 Radioactive Material
 8 Corrosives
 9 Miscellaneous Dangerous Goods, or Blank

HAZMAT 4 Digit Number

Was HAZMAT released from THIS vehicle's cargo? ☐ YES ☒ NO ☐ UNK

STATE OF MAINE CRASH REPORT

Report Number

C13-1509

Narrative / Diagram Supplemental

On Friday, June 07, 2013 at 11:40:00, Ofc Allen Weaver responded to a crash on BELFAST ST approximately 0.55 miles South of 1307128 TL CAMDEN-LINCOLNVILLE CL in Camden Maine. At the time of the crash, the weather was cloudy and the road surface was dry.

Vehicles...

Vehicle #1, operated by George Brown, DOB 2/10/1925 was southbound wrong way into opposing traffic and failed to keep in proper lane. Vehicle #1 was towed due to disabling damage to the front driver corner.

Vehicle #1 occupant(s) are listed below:

Driver: George Brown DOB 2/10/1925 Injury: No Injury

Passenger: Constance Brown DOB 10/2/1922 Injury: No Injury

Vehicle #2, operated by Daniel Williams, DOB 10/5/1972 was northbound following roadway. Vehicle #2 sustained functional damage to the center driver side.

Vehicle #2 occupant(s) are listed below:

Driver: Daniel Williams DOB 10/5/1972 Injury: No Injury

Crash witnesses are listed below:

Allen Kinney, PO Box 535, Searsport ME 04974

Pamela Gleason, 16 Central Street, Camden ME 04843

While traveling south on US RTE 1, Unit 1 veered into the northbound lane. Unit 2 was traveling north and had to take evasive maneuvers to avoid hitting Unit 1 head on. Unit 1 struck Unit 2 in the rear driver side tires and trailer.

2013-19887

STATE OF MAINE CRASH REPORT

FIRST PAGE

F
I
R
S
T

Reporting Agency ME0070100		Report Number C13-2428		Crash Date 8/11/2013		Crash Time 14:00		At Scene Date 8/11/2013		At Scene Time 14:10										
City or Town Camden			Street or Highway BELFAST ST			Nearest Intersecting Street Int of BELFAST ST, INV 1301006 RD			<input type="checkbox"/> Off Road											
Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input checked="" type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. 0.51 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Miles		Latitude 44.235720			Longitude -69.044460											
Node 1 48725		Node 2 30635		Measurement Node 30635		Distance to Scene M:1s T:13s		Posted Speed Limit Miles 35 Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45										
(F1) Type of Crash 2 - Rear End / Sideswipe						(F2) Type of Location 6 - Driveways														
(F3) Weather Condition 1 - Clear						(F4) Light Condition 1 - Daylight														
(F5) Road Grade 1 - Level						(F6) Road Surface Condition 1 - Dry														
(F7) Traffic Control Device 13 - None						Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk														
(F8) Location of First Harmful Event 1 - On Roadway						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No														
(F9) Contributing Circumstances - Environment 1 1 - None						(F9) Contributing Circumstances - Environment 2														
(F10) Contributing Circumstances - Road 1 1 - None						(F10) Contributing Circumstances - Road 2														
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk														
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone														
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No														
NARRATIVE Vehicle #1 was traveling north bound on Rt #1 and slowed to take a left at Laite's Construction. Vehicle #2 was traveling behind vehicle #1, not paying attention and hit vehicle #1 in the rear causing damage to both vehicles.						CRASH DIAGRAM 														
Witness Last Name			First			MI			Address			City			State			Zip		
Witness Last Name			First			MI			Address			City			State			Zip		
Non Vehicle Property Damage Description									<input type="checkbox"/> State			<input type="checkbox"/> City or Town			<input type="checkbox"/> Utilities			<input type="checkbox"/> Private		
Property Owner Name									Address			City			State			Zip		
Non Vehicle Property Damage Description									<input type="checkbox"/> State			<input type="checkbox"/> City or Town			<input type="checkbox"/> Utilities			<input type="checkbox"/> Private		
Property Owner Name									Address			City			State			Zip		
Reporting Officer Ofc Brook Hartshorn				Badge# 305		Report Date 8/12/2013		Approved By Sgt John Tooley				Approved Date 8/12/2013								

Maine Department of Public Safety

Page 1

Form 13:20A Revised January 2010

Last Modified: 8/12/2013 20:43

Report Number
C13-2428

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN 4T1BK46K27U520928	License Plate BRS0167	State GA	(U1) Unit Type 1 - Passenger Car
<input type="checkbox"/> No Insurance	NAIC 25178	STATE FARM MUTUAL AUTOMOBILE INSURANCE COMPANY			Insurance Policy Number 4966082E1211

(U2) Vehicle Make 67 - TOYOTA	Vehicle Year 2007	(U3) Vehicle Color 8 - Grey, Silver
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(U4) Vehicle Configuration	GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.
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Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input type="checkbox"/> No	HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown
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(U5) Special Function Vehicle 1 - No Special Function	<input checked="" type="checkbox"/> Exempt Vehicle	Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No
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Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input checked="" type="checkbox"/> Functional Damage <input type="checkbox"/> Towed Due to Disabling Damage
--

(U6) Most Damaged Area 6 - Rear	(U7) Most Harmful Event 8 - Other Non-Collision
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(U8) Pre Crash Actions 6 - Making left turn	(U9) Contributing Circumstances - Vehicle 1 - None
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(U10) Sequence of Events 1 50 - No Other Events	(U10) Sequence of Events 2
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(U10) Sequence of Events 3	(U10) Sequence of Events 4
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<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator	License Number M017341201960426145000LS	<input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended	State NY	License Class C	Endorsements 0	Restrictions 0
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DRIVER Last Name Matteo, Richard F	First Name MI	DRIVER Address 22 Crown Pt, Ballston Lake NY 12019	City NY	State NY	Zip 12019
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Citation Number Pending <input type="checkbox"/>	Violation 1	Violation 2
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OWNER Last Name (skip if same as Driver) First Name Matteo, Richard F	MI MI	OWNER Address 22 Crown Pt, Ballston Lake NY 12019	City NY	State NY	Zip 12019
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(D1) Driver Distracted By 1 - Not Distracted	(D2) Condition at Time of Crash 1 - Apparently Normal
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(D3) Driver Actions at Time of Crash 1 1 - No Contributing Action	(D3) Driver Actions at Time of Crash 2
---	--

Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)	<input type="checkbox"/> Alcohol Test Result Pending	Alcohol BAC Result
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Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other	Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending
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(D4) Non Motorist Location at Time of Crash	(D5) Non Motorist Action Prior to Crash
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(D6) Non Motorist Action at Time of Crash 1	(D6) Non Motorist Action at Time of Crash 2
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(D7) Pedestrian Maneuvers	(D8) Bicyclist Maneuvers
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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 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown	SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown 6-Unknown	SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3-Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6-Unknown	AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain	RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other	INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other	INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other	INJURY DEGREE 1-Fatal 2-Incapacitating 3-Nonincapacitating 4-Possible Injury 5-No Injury INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
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6	Matteo, Richard F	M	06/24/45	1	1		2	1	3		5			2	1
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2	Matteo, Karen H	F	05/17/45	1	3		2	1	3		5			2	1
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Report Number
C13-2428

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 2	<input type="checkbox"/> Hit Run?	VIN JTDKB20U977676580	License Plate 2DKY02	State MD	(U1) Unit Type 1 - Passenger Car
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name United Servicer Auto ASSN		Insurance Policy Number 000719096U71030	
(U2) Vehicle Make 67 - TOYOTA			Vehicle Year 2007	(U3) Vehicle Color 4 - Blue	
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.		
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown	
(U5) Special Function Vehicle 1 - No Special Function			<input checked="" type="checkbox"/> Exempt Vehicle		
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input checked="" type="checkbox"/> Towed Due to Disabling Damage					
(U6) Most Damaged Area 12 - Front			(U7) Most Harmful Event 8 - Other Non-Collision		
(U8) Pre Crash Actions 1 - Following roadway			(U9) Contributing Circumstances - Vehicle 1 - None		
(U10) Sequence of Events 1 50 - No Other Events			(U10) Sequence of Events 2		
(U10) Sequence of Events 3			(U10) Sequence of Events 4		
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator		License Number F420522676539		<input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended	State MD
DRIVER Last Name Floge, Liliane P		First Name 	MI 	DRIVER Address 7100 Panorama Dr, Derwood MD 20855	
Citation Number 		Pending <input type="checkbox"/>		Violation 1 	
OWNER Last Name (skip if same as Driver) Floge, Liliane P		First Name 	MI 	OWNER Address 7100 Panorama Dr, Derwood MD 20855	
(D1) Driver Distracted By 6 - Unkown			(D2) Condition at Time of Crash 1 - Apparently Normal		
(D3) Driver Actions at Time of Crash 1 14 - Followed Too Closely			(D3) Driver Actions at Time of Crash 2		
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol Test Result Pending <input type="checkbox"/> Alcohol BAC Result 		
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending		
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner							
SEAT ROW 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown	SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown	SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3- Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6- Unknown	AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain	RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other	INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other	INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other	INJURY DEGREE 1-Fatal 2-Incapacitating 3-NonIncapacitating 4-Possible Injury 5-No Injury
EJECTED 1-Not Ejected 2-Ejected Partially 3-Ejected Totally	HELMET USE 1-DOT-Compliant Motorcycle Helmet 2-Other Helmet 3-No Helmet	INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation					

AMB CODES - see code sheet															
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians			Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Amb Code
6	Floge, Liliane P			F	07/07/46	1	1		2	1	3		3	9	5
2	Crawford, Pascal			F	08/20/99	1	3		2	1	3		5		2

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Reporting Agency ME0070100		Report Number C13-2771		Crash Date 8/30/2013		Crash Time 16:41		At Scene Date 8/30/2013		At Scene Time 16:55		
City or Town Camden			Street or Highway BELFAST RD			1307128 TL CAMDEN-LINCOLNVILLE CL			<input type="checkbox"/> Off Road			
Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input type="checkbox"/> North <input checked="" type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. 0.50 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Miles		Latitude 44.246740			Longitude -69.035150			
Node 1 48725		Node 2 30635		Measurement Node 48725		Distance to Scene 0.5 Miles 49 Feet		Posted Speed Limit 50 Miles per Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45		
(F1) Type of Crash 2 - Rear End / Sideswipe						(F2) Type of Location 1 - Straight Road						
(F3) Weather Condition 1 - Clear						(F4) Light Condition 1 - Daylight						
(F5) Road Grade 2 - On Grade						(F6) Road Surface Condition 1 - Dry						
(F7) Traffic Control Device 13 - None						Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk						
(F8) Location of First Harmful Event 1 - On Roadway						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No						
(F9) Contributing Circumstances - Environment 1 1 - None						(F9) Contributing Circumstances - Environment 2						
(F10) Contributing Circumstances - Road 1 1 - None						(F10) Contributing Circumstances - Road 2						
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk						
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone						
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No						
NARRATIVE On Friday, August 30, 2013 at 16:41:00, Sgt Patrick W Polky responded to a crash on BELFAST RD approximately 0.5 miles South of 1307128 TL CAMDEN-LINCOLNVILLE CL in Camden Maine. At the time of the crash, the weather was clear and the road surface was dry. Vehicles... Vehicle #1, operated by Angela Reed, DOB 2/7/1978 was northbound slowing in traffic. Vehicle #1 was towed due to disabling damage to the rear. Vehicle #1 occupant(s) are listed below: Driver: Angela Reed DOB 2/7/1978 Injury: Possible Injury Passenger: Marcus Makinen DOB 1/4/1993 Injury: No Injury Passenger: Alyssa Pease DOB 2/1/1998 Injury: No Injury Passenger: Christian Reed DOB 6/10/1998 Injury: Possible Injury Vehicle #2, operated by Nicole Hotchkin, DOB 10/3/1977 was...						CRASH DIAGRAM 						
Witness Last Name			First		MI		Address		City		State Zip	
Witness Last Name			First		MI		Address		City		State Zip	
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private						
Property Owner Name						Address		City		State Zip		
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private						
Property Owner Name						Address		City		State Zip		
Reporting Officer Sgt Patrick W Polky				Badge# 302		Report Date 8/30/2013		Approved By Sgt Patrick W Polky		Approved Date 8/30/2013		

Report Number
C13-2771

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN 2FMZA51664BA88394	License Plate 2868TP	State ME	(U1) Unit Type 3 - Passenger Van
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name State Farm		Insurance Policy Number 0380227D0819M	
(U2) Vehicle Make 18 - FORD			Vehicle Year 2004	(U3) Vehicle Color 14 - White	
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.		
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown	
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle		
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input checked="" type="checkbox"/> Towed Due to Disabling Damage					
(U6) Most Damaged Area 6 - Rear			(U7) Most Harmful Event 13 - Motor Vehicle in Transport		
(U8) Pre Crash Actions 10 - Slowing in traffic			(U9) Contributing Circumstances - Vehicle 1 - None		
(U10) Sequence of Events 1 21 - Motor Vehicle In Transport			(U10) Sequence of Events 2		
(U10) Sequence of Events 3			(U10) Sequence of Events 4		
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator			License Number 9453229 <input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended		
DRIVER Last Name Reed, Angela L			DRIVER Address 31 UNION ST., APT. 23, Camden ME 04860		
Citation Number Pending <input type="checkbox"/>			Violation 1 Violation 2		
OWNER Last Name (skip if same as Driver) First Name Reed, Angela L			OWNER Address 31 UNION ST., APT. 23, Camden ME 04860		
(D1) Driver Distracted By 1 - Not Distracted			(D2) Condition at Time of Crash 1 - Apparently Normal		
(D3) Driver Actions at Time of Crash 1 1 - No Contributing Action			(D3) Driver Actions at Time of Crash 2		
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol Test Result Pending Alcohol BAC Result		
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending		
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner							
SEAT ROW 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown	SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown	SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3- Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6- Unknown	AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain	RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other	INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other	INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other	INJURY DEGREE 1-Fatal 2-Incapacitating 3-NonIncapacitating 4-Possible Injury 5-No Injury
EJECTED 1-Not Ejected 2-Ejected Partially 3-Ejected Totally	HELMET USE 1-DOT-Compliant Motorcycle Helmet 2-Other Helmet 3-No Helmet	INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation					

AMB CODES - see code sheet																
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians			Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Amb Code
6	Reed, Angela L			F	02/07/78	1	1		2	1	3		4	9	2	1
2	Makinen, Marcus			M	01/04/93	1	3		2	1	3		5		2	1
2	Pease, Alyssa			F	02/01/98	2	1		2	1	3		5		2	1
2	Reed, Christian			M	06/10/98	2	3		2	1	3		4	9	3	1

Report Number
C13-2771

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 2	<input type="checkbox"/> Hit Run?	VIN 3VWPP7AJ6CM605004	License Plate 8647PJ	State ME	(U1) Unit Type 1 - Passenger Car									
<input type="checkbox"/> No Insurance		NAIC	Insurance Company Name Sentinel Ins. Co.		Insurance Policy Number 72PH791208251562									
(U2) Vehicle Make 69 - VOLKSWAGEN			Vehicle Year 2012	(U3) Vehicle Color 1 - Black										
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.											
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown											
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle											
Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No														
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input checked="" type="checkbox"/> Towed Due to Disabling Damage														
(U6) Most Damaged Area 12 - Front			(U7) Most Harmful Event 13 - Motor Vehicle in Transport											
(U8) Pre Crash Actions 10 - Slowing in traffic			(U9) Contributing Circumstances - Vehicle 1 - None											
(U10) Sequence of Events 1 21 - Motor Vehicle In Transport			(U10) Sequence of Events 2											
(U10) Sequence of Events 3			(U10) Sequence of Events 4											
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> License Number 2225312 <input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended State ME License Class C Endorsements 0 Restrictions 0 <input type="checkbox"/> Last Known Operator														
DRIVER Last Name Hotchkin, Nicole L			First Name MI	DRIVER Address 36 SPRINGBROOK DR., Lincolnville ME 04849										
Citation Number Pending <input type="checkbox"/>			Violation 1		Violation 2									
OWNER Last Name (skip if same as Driver) First Name Hotchkin, Nicole L			MI	OWNER Address 36 SPRINGBROOK DR., Lincolnville ME 04849										
(D1) Driver Distractions 4 - Other Inside the Vehicle (Eating, Reading, Grooming, Smoking, Passengers, etc.)			(D2) Condition at Time of Crash 1 - Apparently Normal											
(D3) Driver Actions at Time of Crash 1 1 - No Contributing Action			(D3) Driver Actions at Time of Crash 2											
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol Test Result Pending Alcohol BAC Result											
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending											
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner														
SEAT ROW SEAT POSITION SEAT POSITION OTHER AIRBAG DEPLOYED RESTRAINT SYSTEM INJURY TYPE INJURY AREA INJURY DEGREE 1-Front Row 1-Left (driver) 1-Sleeper Section of Cab (truck) 1-Not Applicable 1-Not Applicable 1-Amputation 1-Face 2-Second Row 2-Middle 2-Other Enclosed Cargo Area 2-Not Deployed 2-None Used - Motor Vehicle Occupant 2-Bleeding 2-Head 3-Third Row 3-Right 3- Unenclosed Cargo Area 3-Deployed - Front 3-Shoulder and Lap Belt Used 3-Broken Bones 3-Neck 4-Fourth Row 4-Other 4-Trailing Unit 4-Deployed - Side 4-Shoulder Belt Only Used 4-Burns 4-Back 5-Other Row 5-Unknown 5-Riding on Motor Vehicle Ext (non-trailing unit) 5-Deployed - Other (knee, air belt,...) 5-Lap Belt Only Used 5-Concussion 5-Arm(s) 6-Unknown 6-Unknown 6-Deployed - Combination 6-Child Restraint - Forward Facing 6-Shock 6-Leg(s) EJECTED 1-Not Ejected 1-DOT-Compliant Motorcycle Helmet 7-Deployment - Curtain 8-Child Restraint - Rear Facing 7-Dizziness 7-Chest Stomach 2-Ejected Partially 2-Other Helmet 8-Child Restraint - Used Incorrectly 8-Abrasion/Bruises 8-Internal 3-Ejected Totally 3-No Helmet 9-Child Restraint - Used Incorrectly 9-Complaint of Pain 9-Entire Body 10-Booster Seat 10-Other 10-Other 11-Child Restraint - Other														
AMB CODES - see code sheet														
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	Hotchkin, Nicole L	F	10/03/77	1	1	3	1	3		4	8	5	1	1

STATE OF MAINE CRASH REPORT

Report Number

C13-2771

Narrative / Diagram Supplemental

On Friday, August 30, 2013 at 16:41:00, Sgt Patrick W Polky responded to a crash on BELFAST RD approximately 0.5 miles South of 1307128 TL CAMDEN-LINCOLNVILLE CL in Camden Maine. At the time of the crash, the weather was clear and the road surface was dry.

Vehicles...

Vehicle #1, operated by Angela Reed, DOB 2/7/1978 was northbound slowing in traffic. Vehicle #1 was towed due to disabling damage to the rear.

Vehicle #1 occupant(s) are listed below:

Driver: Angela Reed DOB 2/7/1978 Injury: Possible Injury

Passenger: Marcus Makinen DOB 1/4/1993 Injury: No Injury

Passenger: Alyssa Pease DOB 2/1/1998 Injury: No Injury

Passenger: Christian Reed DOB 6/10/1998 Injury: Possible Injury

Vehicle #2, operated by Nicole Hotchkin, DOB 10/3/1977 was northbound reaching for her purse and didn't notice the slowing traffic. HOTCHKIN attempted to slow and avoid the crash but was unable to do so.

Vehicle #2 was towed due to disabling damage to the front.

Vehicle #2 occupant(s) are listed below:

Driver: Nicole Hotchkin DOB 10/3/1977 Injury: Possible Injury

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Reporting Agency ME0070100		Report Number C13-3130		Crash Date 9/26/2013		Crash Time 14:55		At Scene Date 9/26/2013		At Scene Time 15:05		
City or Town Camden			Street or Highway BELFAST ST			Nearest Intersecting Street Int of BELFAST ST, INV 1301006 RD			<input type="checkbox"/> Off Road			
Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input checked="" type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. 0.27 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Miles		Latitude 44.233470			Longitude -69.045860			
Node 1 48725		Node 2 30635		Measurement Node 30635		Distance to Scene M1es T:42s		Posted Speed Limit Miles 50 Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45		
(F1) Type of Crash 2 - Rear End / Sideswipe						(F2) Type of Location 6 - Driveways						
(F3) Weather Condition 1 - Clear						(F4) Light Condition 1 - Daylight						
(F5) Road Grade 1 - Level						(F6) Road Surface Condition 1 - Dry						
(F7) Traffic Control Device 13 - None						Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk						
(F8) Location of First Harmful Event 1 - On Roadway						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No						
(F9) Contributing Circumstances - Environment 1 1 - None						(F9) Contributing Circumstances - Environment 2						
(F10) Contributing Circumstances - Road 1 1 - None						(F10) Contributing Circumstances - Road 2						
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk						
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone						
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No						
NARRATIVE Unit 2 was traveling north on Belfast Rd (US Rte 1). A vehicle in front of Unit 2 slowed to pull into a driveway and Unit 2 had to slow suddenly. Unit 1 was traveling behind Unit 2 and was unable to slow in time rear ending Unit 2. Unit 2 stated that the vehicle that pulled into the driveway did not use their turn signal. I spoke to the operator/witness who stated that she did have her turn signal on.						CRASH DIAGRAM 						
Witness Last Name Clark, Sheila A			First A		MI		Address 339 Belfast Rd., Camden ME 04843		City Camden		State ME	
Witness Last Name			First		MI		Address		City		State	
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private						
Property Owner Name						Address						
City						State						
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private						
Property Owner Name						Address						
City						State						
Reporting Officer Ofc Allen Weaver			Badge# 306		Report Date 9/27/2013		Approved By Sgt Patrick W Polky			Approved Date 10/1/2013		

Report Number
C13-3130

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN 1GCHK29235E245544	License Plate 740210	State ME	(U1) Unit Type 5 - Pickup									
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name State Farm	Insurance Policy Number 0415421D0119D											
(U2) Vehicle Make 11 - CHEVROLET			Vehicle Year 2005	(U3) Vehicle Color 11 - Maroon										
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.											
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown											
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle											
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input checked="" type="checkbox"/> Towed Due to Disabling Damage			Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No											
(U6) Most Damaged Area 12 - Front			(U7) Most Harmful Event 13 - Motor Vehicle in Transport											
(U8) Pre Crash Actions 1 - Following roadway			(U9) Contributing Circumstances - Vehicle 1 - None											
(U10) Sequence of Events 1 21 - Motor Vehicle In Transport			(U10) Sequence of Events 2											
(U10) Sequence of Events 3			(U10) Sequence of Events 4											
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator			License Number 0802271	<input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended	State ME									
DRIVER Last Name Harrington, Daniel R			City 23 Razorville Rd, Washington ME 04574	State ME	Zip 04574									
Citation Number Pending <input type="checkbox"/>			Violation 1	Violation 2										
OWNER Last Name (skip if same as Driver) First Name Eaton, Daniel S			City 2937 Camden Rd, Warren ME 04864	State ME	Zip 04864									
(D1) Driver Distracted By 1 - Not Distracted			(D2) Condition at Time of Crash 1 - Apparently Normal											
(D3) Driver Actions at Time of Crash 1 20 - Unknown			(D3) Driver Actions at Time of Crash 2											
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol BAC Result <input type="checkbox"/> Alcohol Test Result Pending											
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending											
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner														
SEAT ROW SEAT POSITION SEAT POSITION OTHER AIRBAG DEPLOYED RESTRAINT SYSTEM INJURY TYPE INJURY AREA INJURY DEGREE														
1-Front Row 1-Left (driver) 1-Sleeper Section of Cab (truck) 1-Not Applicable 1-Not Applicable 1-Amputation 1-Face 1-Fatal														
2-Second Row 2-Middle 2-Other Enclosed Cargo Area 2-Not Deployed 2-None Used - Motor Vehicle Occupant 2-Bleeding 2-Head 2-Incapacitating														
3-Third Row 3-Right 3- Unenclosed Cargo Area 3-Deployed - Front 3-Shoulder and Lap Belt Used 3-Broken Bones 3-Neck 3-NonIncapacitating														
4-Fourth Row 4-Other 4-Trailing Unit 4-Deployed - Side 4-Shoulder Belt Only Used 4-Burns 4-Back 4-Possible Injury														
5-Other Row 5-Unknown 5-Riding on Motor Vehicle Ext (non-trailing unit) 5-Deployed - Other (knee, air belt,...) 5-Lap Belt Only Used 5-Concussion 5-Arm(s) 5-No Injury														
6-Unknown 6-Unknown 6-Deployment - Combination 6-Child Restraint - Forward Facing 6-Shock 6-Leg(s) 6-Chest Stomach 6-Internal														
EJECTED 1-Not Ejected 1-DOT-Compliant Motorcycle Helmet 7-Deployment - Curtain 8-Child Restraint - Rear Facing 8-Dizziness 8-Complaint of Pain 8-Entire Body 8-Other														
2-Ejected Partially 2-Other Helmet 9-Child Restraint - Used Incorrectly 9-Abrasion/Bruises 9-Complaint of Pain 9-Entire Body 9-Other														
3-Ejected Totally 3-No Helmet 10-Booster Seat 10-Other 10-Other 10-Other 10-Other														
AMB CODES - see code sheet														
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	Harrington, Daniel R	M	06/05/84	1	1	2	1	3		5			2	1

Report Number
C13-3130

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 2	<input type="checkbox"/> Hit Run?	VIN 1D7HU18N885S27094	License Plate 663AEH	State ME	(U1) Unit Type 5 - Pickup
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name Allstate	Insurance Policy Number 964312939		
(U2) Vehicle Make 15 - DODGE			Vehicle Year 2005	(U3) Vehicle Color 4 - Blue	
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.		
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown		
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle		
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input checked="" type="checkbox"/> Functional Damage <input type="checkbox"/> Towed Due to Disabling Damage			Emergency Vehicle Responding to Scene ? <input type="checkbox"/> Yes <input type="checkbox"/> No		
(U6) Most Damaged Area 6 - Rear			(U7) Most Harmful Event 13 - Motor Vehicle in Transport		
(U8) Pre Crash Actions 10 - Slowing in traffic			(U9) Contributing Circumstances - Vehicle 1 - None		
(U10) Sequence of Events 1 21 - Motor Vehicle In Transport			(U10) Sequence of Events 2		
(U10) Sequence of Events 3			(U10) Sequence of Events 4		
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator			License Number ONEILRP303K4 <input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended		
DRIVER Last Name Oneil, Ryan P			DRIVER Address 500 Belfast Rd. , Camden ME 04843		
Citation Number Pending <input type="checkbox"/>			Violation 1 Violation 2		
OWNER Last Name (skip if same as Driver) First Name Oneil, Ryan P			OWNER Address 500 Belfast Rd. , Camden ME 04843		
(D1) Driver Distracted By 1 - Not Distracted			(D2) Condition at Time of Crash 1 - Apparently Normal		
(D3) Driver Actions at Time of Crash 1 1 - No Contributing Action			(D3) Driver Actions at Time of Crash 2		
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol Test Result Pending Alcohol BAC Result		
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending		
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner							
SEAT ROW 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown	SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown	SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3- Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6- Unknown	AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain	RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other	INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other	INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other	INJURY DEGREE 1-Fatal 2-Incapacitating 3-NonIncapacitating 4-Possible Injury 5-No Injury
EJECTED 1-Not Ejected 2-Ejected Partially 3-Ejected Totally	HELMET USE 1-DOT-Compliant Motorcycle Helmet 2-Other Helmet 3-No Helmet	INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation					

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
6	Oneil, Ryan P	M	05/24/70	1	1		2	1	3		5			2	1

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Reporting Agency ME0070100		Report Number C13-3138		Crash Date 9/27/2013		Crash Time 08:55		At Scene Date 9/27/2013		At Scene Time 09:06	
City or Town Camden			Street or Highway BELFAST ST			Intersection 1307128th CL			<input type="checkbox"/> Off Road		
Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input type="checkbox"/> North <input checked="" type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. 1.05 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Miles		Latitude 44.241310			Longitude -69.037590		
Node 1 48725		Node 2 30635		Measurement Node 48725		Distance to Scene 1.05 Miles 0.04 Miles		Posted Speed Limit 50 Miles per Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45	
(F1) Type of Crash 7 - Went Off Road						(F2) Type of Location 1 - Straight Road					
(F3) Weather Condition 1 - Clear						(F4) Light Condition 1 - Daylight					
(F5) Road Grade 1 - Level						(F6) Road Surface Condition 1 - Dry					
(F7) Traffic Control Device 13 - None						Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk					
(F8) Location of First Harmful Event 4 - Roadside						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No					
(F9) Contributing Circumstances - Environment 1 1 - None						(F9) Contributing Circumstances - Environment 2					
(F10) Contributing Circumstances - Road 1 1 - None						(F10) Contributing Circumstances - Road 2					
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk					
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone					
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No					
NARRATIVE Unit 1 was traveling south on Belfast Rd (US Rte 1). Unit 1 started off the road in the south bound shoulder, overcorrected and swerved into the north bound lane. Unit 1 again overcorrected skidding back into the south bound lane and into the ditch where it impacted the embankment and rolled onto its roof. The operator of Unit 1 stated that she was attempting to swat a fly that was in the car and the next thing she knew she was in the ditch and swerved to get back on the road.						CRASH DIAGRAM 					
Witness Last Name		First		MI		Address		City		State Zip	
Witness Last Name		First		MI		Address		City		State Zip	
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private					
Property Owner Name						Address		City		State Zip	
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private					
Property Owner Name						Address		City		State Zip	
Reporting Officer Ofc Allen Weaver				Badge# 306		Report Date 9/27/2013		Approved By Sgt John Tooley		Approved Date 10/6/2013	

Report Number
C13-3138

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN YV1KW9503N0007157	License Plate 4879TQ	State ME	(U1) Unit Type 1 - Passenger Car
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name Geico		Insurance Policy Number 4300654524	
(U2) Vehicle Make 70 - VOLVO			Vehicle Year 1992	(U3) Vehicle Color 6 - Gold	
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.		
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input type="checkbox"/> Northbound <input checked="" type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown	
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle		
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input checked="" type="checkbox"/> Towed Due to Disabling Damage					
(U6) Most Damaged Area 12 - Front			(U7) Most Harmful Event 1 - Overturn / Rollover		
(U8) Pre Crash Actions 1 - Following roadway			(U9) Contributing Circumstances - Vehicle 1 - None		
(U10) Sequence of Events 1 21 - Motor Vehicle In Transport			(U10) Sequence of Events 2 8 - Went Off Roadway Right		
(U10) Sequence of Events 3 33 - Ditch			(U10) Sequence of Events 4 1 - Overturn / Rollover		
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator			License Number 9353340 <input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended		
DRIVER Last Name Anderson, Marin E			DRIVER Address PO Box 642, Lincolnville ME 04849		
Citation Number Pending <input type="checkbox"/>			Violation 1 Violation 2		
OWNER Last Name (skip if same as Driver) First Name Anderson, Maria E			OWNER Address Po Box 642, Lincolnville ME 04849		
(D1) Driver Distraction 4 - Other Inside the Vehicle (Eating, Reading, Grooming, Smoking, Passengers, etc.)			(D2) Condition at Time of Crash 1 - Apparently Normal		
(D3) Driver Actions at Time of Crash 1 18 - Over-Correcting/Over-Steering			(D3) Driver Actions at Time of Crash 2		
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol Test Result Pending Alcohol BAC Result		
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending		
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner							
SEAT ROW 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown	SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown	SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3- Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6- Unknown	AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain	RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other	INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other	INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other	INJURY DEGREE 1-Fatal 2-Incapacitating 3-NonIncapacitating 4-Possible Injury 5-No Injury
EJECTED 1-Not Ejected 2-Ejected Partially 3-Ejected Totally	HELMET USE 1-DOT-Compliant Motorcycle Helmet 2-Other Helmet 3-No Helmet	INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation					

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	Anderson, Marin E	F	07/18/96	1	1		2	1	2		4	9	3	3	488

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Reporting Agency ME0070100		Report Number C13-3421		Crash Date 10/19/2013		Crash Time 11:30		At Scene Date 10/19/2013		At Scene Time 11:40							
City or Town Camden				Street or Highway BELFAST ST				Intersection 1307128th CAMDEN-LINCOLNVILLE CL				<input type="checkbox"/> Off Road					
Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input type="checkbox"/> North <input checked="" type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. 0.56 <input type="checkbox"/> Feet <input checked="" type="checkbox"/> Miles		Latitude 44.246110		Longitude -69.035440									
Node 1 48725		Node 2 30635		Measurement Node 48725		Distance to Scene 0.56 Miles		Posted Speed Limit 50 Hour		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45							
(F1) Type of Crash 2 - Rear End / Sideswipe						(F2) Type of Location 6 - Driveways											
(F3) Weather Condition 1 - Clear						(F4) Light Condition 1 - Daylight											
(F5) Road Grade 1 - Level						(F6) Road Surface Condition 1 - Dry											
(F7) Traffic Control Device 13 - None						Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk											
(F8) Location of First Harmful Event 1 - On Roadway						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No											
(F9) Contributing Circumstances - Environment 1 1 - None						(F9) Contributing Circumstances - Environment 2											
(F10) Contributing Circumstances - Road 1 1 - None						(F10) Contributing Circumstances - Road 2											
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk											
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone											
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No											
NARRATIVE Unit 2 was traveling north on Belfast Rd. (US RTE 1). Unit 2 stopped in traffic for a vehicle in front making a left turn into a driveway. Unit 1 was traveling north behind Unit 2. The operator of Unit 1 (Kemple) stated that her cell phone rang and she looked down to see who was calling. Kemple failed to see Unit 2 stop for traffic and rear ended Unit 2. The operator of Unit 2 (Hernon-Mooney) complained of back pain but did not want to be transported by and ambulance.						CRASH DIAGRAM 											
Witness Last Name		First		MI		Address		City		State		Zip					
Witness Last Name		First		MI		Address		City		State		Zip					
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private											
Property Owner Name						Address						City		State		Zip	
Non Vehicle Property Damage Description						<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private											
Property Owner Name						Address						City		State		Zip	
Reporting Officer Ofc Allen Weaver				Badge# 306		Report Date 10/19/2013		Approved By Sgt John Tooley				Approved Date 10/20/2013					

Report Number
C13-3421

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 1	<input type="checkbox"/> Hit Run?	VIN JF1GG68533H803782	License Plate 72USNA	State OH	(U1) Unit Type 1 - Passenger Car
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name Chubb National Insurance	Insurance Policy Number 13303631-01		
(U2) Vehicle Make 65 - SUBARU			Vehicle Year 2003	(U3) Vehicle Color 4 - Blue	
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.		
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown		
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle		
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input checked="" type="checkbox"/> Towed Due to Disabling Damage					
(U6) Most Damaged Area 12 - Front			(U7) Most Harmful Event 13 - Motor Vehicle in Transport		
(U8) Pre Crash Actions 1 - Following roadway			(U9) Contributing Circumstances - Vehicle 1 - None		
(U10) Sequence of Events 1 21 - Motor Vehicle In Transport			(U10) Sequence of Events 2		
(U10) Sequence of Events 3			(U10) Sequence of Events 4		
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator			License Number RF897673	<input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended	State OH
DRIVER Last Name Kemple, Jeannine M			First Name MI	DRIVER Address 7803 Boylston CT, Dublin OH 43016	City State Zip
Citation Number Pending			Violation 1 Violation 2		
OWNER Last Name (skip if same as Driver) Kemple, Steven J			First Name MI	OWNER Address 7803 Boylston Ct, Dublin OH 43016	City State Zip
(D1) Driver Distracted By 2 - Electronic Communication Devices (Cell Phone, Pager, etc.)			(D2) Condition at Time of Crash 1 - Apparently Normal		
(D3) Driver Actions at Time of Crash 1 19 - Other Contributing Action			(D3) Driver Actions at Time of Crash 2		
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			<input type="checkbox"/> Alcohol Test Result Pending		
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Alcohol BAC Result		
Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending					
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner							
SEAT ROW 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown	SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown	SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3-Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6-Unknown	AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain	RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other	INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other	INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other	INJURY DEGREE 1-Fatal 2-Incapacitating 3-NonIncapacitating 4-Possible Injury 5-No Injury
EJECTED 1-Not Ejected 2-Ejected Partially 3-Ejected Totally	HELMET USE 1-DOT-Compliant Motorcycle Helmet 2-Other Helmet 3-No Helmet	INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation					

Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians	Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Inj Info Source	Amb Code
1	Kemple, Jeannine M	F	08/22/52	1	1		2	1	3		5			2	1

Report Number
C13-3421

STATE OF MAINE CRASH REPORT

UNIT PAGE

Unit ID 2	<input type="checkbox"/> Hit Run?	VIN 19XFB4F28DE200464	License Plate DUU4330	State NY	(U1) Unit Type 1 - Passenger Car
<input type="checkbox"/> No Insurance	NAIC	Insurance Company Name Allstate		Insurance Policy Number 913421220	
(U2) Vehicle Make 26 - HONDA			Vehicle Year 2013	(U3) Vehicle Color 8 - Grey, Silver	
(U4) Vehicle Configuration			GVWR or GCWR <input type="checkbox"/> < 10,000 lbs. <input type="checkbox"/> 10,001 - 26,000 lbs. <input type="checkbox"/> > than 26,000 lbs.		
Vehicle Has 9 or More Seats ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		HAZMAT Placarded ? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		Vehicle Travel Direction <input checked="" type="checkbox"/> Northbound <input type="checkbox"/> Southbound <input type="checkbox"/> Eastbound <input type="checkbox"/> Westbound <input type="checkbox"/> Not on Roadway <input type="checkbox"/> Unknown	
(U5) Special Function Vehicle 1 - No Special Function			<input type="checkbox"/> Exempt Vehicle		
Extent of Damage <input type="checkbox"/> No Damage Observed <input type="checkbox"/> Minor Damage <input type="checkbox"/> Functional Damage <input checked="" type="checkbox"/> Towed Due to Disabling Damage					
(U6) Most Damaged Area 6 - Rear			(U7) Most Harmful Event 13 - Motor Vehicle in Transport		
(U8) Pre Crash Actions 11 - Stopped in traffic			(U9) Contributing Circumstances - Vehicle 1 - None		
(U10) Sequence of Events 1 21 - Motor Vehicle In Transport			(U10) Sequence of Events 2		
(U10) Sequence of Events 3			(U10) Sequence of Events 4		
<input checked="" type="checkbox"/> Driver <input type="checkbox"/> Bicycle <input type="checkbox"/> Pedestrian <input type="checkbox"/> Last Known Operator			License Number 105891752 <input checked="" type="checkbox"/> Active <input type="checkbox"/> No License <input type="checkbox"/> Permit <input type="checkbox"/> Suspended		
DRIVER Last Name Hernon-Mooney, Ann P			DRIVER Address 67 Parkway Cir., Scarsdale NY 10583		
Citation Number Pending <input type="checkbox"/>			Violation 1 Violation 2		
OWNER Last Name (skip if same as Driver) First Name Mooney, John V			OWNER Address 67 Parkway Cir., Scarsdale NY 10583		
(D1) Driver Distracted By 1 - Not Distracted			(D2) Condition at Time of Crash 1 - Apparently Normal		
(D3) Driver Actions at Time of Crash 1 1 - No Contributing Action			(D3) Driver Actions at Time of Crash 2		
Alcohol Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Breath <input type="checkbox"/> Urine <input type="checkbox"/> Other Chemical Test (Not Field Sobriety or PBT)			Alcohol Test Result Pending Alcohol BAC Result		
Drug Test <input checked="" type="checkbox"/> Test Not Given <input type="checkbox"/> Test Refused <input type="checkbox"/> Blood <input type="checkbox"/> Urine <input type="checkbox"/> Other			Drug Test Result <input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Pending		
(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-Passenger/Owner, 24-Last Known Operator 25-Last Known Operator/Owner							
SEAT ROW 1-Front Row 2-Second Row 3-Third Row 4-Fourth Row 5-Other Row 6-Unknown	SEAT POSITION 1-Left (driver) 2-Middle 3-Right 4-Other 5-Unknown	SEAT POSITION OTHER 1-Sleeper Section of Cab (truck) 2-Other Enclosed Cargo Area 3-Unenclosed Cargo Area 4-Trailing Unit 5-Riding on Motor Vehicle Ext (non-trailing unit) 6-Unknown	AIRBAG DEPLOYED 1-Not Applicable 2-Not Deployed 3-Deployed - Front 4-Deployed - Side 5-Deployed - Other (knee, air belt,...) 6-Deployed - Combination 7-Deployment - Curtain	RESTRAINT SYSTEM 1-Not Applicable 2-None Used - Motor Vehicle Occupant 3-Shoulder and Lap Belt Used 4-Shoulder Belt Only Used 5-Lap Belt Only Used 6-Restraint Used - Other 7-Child Restraint - Forward Facing 8-Child Restraint - Rear Facing 9-Child Restraint - Used Incorrectly 10-Booster Seat 11-Child Restraint - Other	INJURY TYPE 1-Amputation 2-Bleeding 3-Broken Bones 4-Burns 5-Concussion 6-Shock 7-Dizziness 8-Abrasion/Bruises 9-Complaint of Pain 10-Other	INJURY AREA 1-Face 2-Head 3-Neck 4-Back 5-Arm(s) 6-Leg(s) 7-Chest Stomach 8-Internal 9-Entire Body 10-Other	INJURY DEGREE 1-Fatal 2-Incapacitating 3-NonIncapacitating 4-Possible Injury 5-No Injury
EJECTED 1-Not Ejected 2-Ejected Partially 3-Ejected Totally	HELMET USE 1-DOT-Compliant Motorcycle Helmet 2-Other Helmet 3-No Helmet	INJURY INFO SOURCE 1-Officer Observation 2-Individual Statement 3-Medical, Paramedical Observation					

AMB CODES - see code sheet																
Person Type	Include Driver, Passengers, Bicyclist, and Pedestrians			Sex (M,F,U)	DOB	Seat Pos Row	Seat Pos	Seat Pos Other	Air Bag Deployed	Ejected	Restraint System	Helmet Use	Injury Degree	Injury Type	Injury Area	Amb Code
1	Hernon-Mooney, Ann P			F	08/13/42	1	1		2	1	3		4	9	4	2 1
8	Mooney, John V			M	11/05/37	1	3		2	1	3		5		2	1

APPENDIX G

Cost Estimates

Preliminary Cost Estimate

PROJECT: Camden, Spring Brook Bridge #2794 - Alternative 1 Bridge Replacement. Precast structural concrete arch (CON/SPAN) with wingwalls Spread Footings and Seal on Bedrock 35' x 14' x 120' Arch S.R 1 across bridge - staged construction Arch plan area: 35' x 120' = 4200 S.F.					WIN: 022608.00	
					ESTIMATED BY: KCN	
STRUCTURE: Arch, wingwalls, footing, membrane		4,200	SF	x	\$297.37	= \$1,249,000
COFFERDAMS:		1	LS	x	\$63,000.00	= \$63,000
STRUCTURAL EXCAVATION & BORROW:		5,557	CY	x	\$40.00	= \$223,000
COMMON EXCAVATION:		5,619	CY	x	\$25.00	= \$141,000
RIPRAP:		508	CY	x	\$65.00	= \$34,000
SPECIAL FILL:		565	CY	x	\$75.00	= \$43,000
TEMPORARY STRUCTURAL SUPPORTS:		1	LS	x	\$50,000.00	= \$50,000
EXISTING BRIDGE REMOVAL:		1	LS	x	\$76,000.00	= \$76,000
DETOUR (TWO LANES):		1	LS	x	\$335,000.00	= \$335,000
STREAM RECONSTRUCTION:		1	LS	x	\$22,000.00	= \$22,000
REHABILITATION CONTINGENCIES:					N/A	= \$0
MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.):					10%	= \$224,000
MOBILIZATION:					10%	= \$224,000
STRUCTURE SUBTOTAL					=	\$2,690,000
APPROACHES:		0	LF	x	\$0.00	= \$0
MISCELLANEOUS:					7%	= \$0
MOBILIZATION:					10%	= \$0
APPROACHES SUBTOTAL					=	\$0
TOTAL CONSTRUCTION COST					=	\$2,690,000
PRELIMINARY ENGINEERING:					6%	= \$150,000
RIGHT OF WAY:						= \$15,000
CONSTRUCTION ENGINEERING:					9%	= \$245,000
OTHER:						= \$0
TOTAL PROJECT COST					=	\$3,100,000

Preliminary Cost Estimate

PROJECT: Camden, Spring Brook Bridge #2794 - Alternative 2b Bridge Replacement. Composite Arch Bridge System Spread Footings and Seal on Bedrock 34' x 17' x 120' Arch S.R 1 across bridge -staged construction Arch plan area: 35' x 120' = 4200 S.F.					WIN: 022608.00	
					ESTIMATED BY: KCN	
STRUCTURE: Arch, wingwalls, and footing	<u>4,200</u>	SF	x	<u>\$286.64</u>	=	<u>\$1,204,000</u>
COFFERDAMS:	<u>1</u>	LS	x	<u>\$63,000.00</u>	=	<u>\$63,000</u>
STRUCTURAL EXCAVATION & BORROW:	<u>5,557</u>	CY	x	<u>\$40.00</u>	=	<u>\$223,000</u>
COMMON EXCAVATION:	<u>5,619</u>	CY	x	<u>\$25.00</u>	=	<u>\$141,000</u>
RIPRAP:	<u>508</u>	CY	x	<u>\$65.00</u>	=	<u>\$34,000</u>
SPECIAL FILL:	<u>565</u>	CY	x	<u>\$75.00</u>	=	<u>\$43,000</u>
TEMPORARY STRUCTURAL SUPPORTS:	<u>1</u>	LS	x	<u>\$50,000.00</u>	=	<u>\$50,000</u>
EXISTING BRIDGE REMOVAL:	<u>1</u>	LS	x	<u>\$76,000.00</u>	=	<u>\$76,000</u>
DETOUR (TWO LANES):	<u>1</u>	LS	x	<u>\$335,000.00</u>	=	<u>\$335,000</u>
STREAM RECONSTRUCTION:	<u>1</u>	LS	x	<u>\$22,000.00</u>	=	<u>\$22,000</u>
REHABILITATION CONTINGENCIES:				<u>N/A</u>	=	<u>\$0</u>
MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.):				<u>10%</u>	=	<u>\$220,000</u>
MOBILIZATION:				<u>10%</u>	=	<u>\$220,000</u>
STRUCTURE SUBTOTAL					=	\$2,640,000
APPROACHES:	<u>0</u>	LF	x	<u>\$0.00</u>	=	<u>\$0</u>
MISCELLANEOUS:				<u>7%</u>	=	<u>\$0</u>
MOBILIZATION:				<u>10%</u>	=	<u>\$0</u>
APPROACHES SUBTOTAL					=	\$0
TOTAL CONSTRUCTION COST					=	\$2,640,000
PRELIMINARY ENGINEERING:				<u>6%</u>	=	<u>\$155,000</u>
RIGHT OF WAY:					=	<u>\$15,000</u>
CONSTRUCTION ENGINEERING:				<u>11%</u>	=	<u>\$290,000</u>
OTHER:					=	<u>\$0</u>
TOTAL PROJECT COST					=	\$3,100,000

Preliminary Cost Estimate

PROJECT: Camden, Spring Brook Bridge #2794 - Alternative 3b Bridge Replacement. Deep Corrugated Galvanized Steel Plate Structure Spread Footings and Seal on Bedrock 35' x 14' x 120' Arch S.R 1 across bridge - staged construction Arch plan area: 35' x 120' = 3740 S.F.					WIN: <u>022608.00</u>	
					ESTIMATED BY: <u>KCN</u>	
STRUCTURE: Arch, wingwalls, and footing	<u>4.200</u>	SF	x	<u>\$258.55</u>	=	<u>\$1,086,000</u>
COFFERDAMS:	<u>1</u>	LS	x	<u>\$63,000.00</u>	=	<u>\$63,000</u>
STRUCTURAL EXCAVATION & BORROW:	<u>5,557</u>	CY	x	<u>\$40.00</u>	=	<u>\$223,000</u>
RIPRAP:	<u>508</u>	CY	x	<u>\$60.00</u>	=	<u>\$31,000</u>
SPECIAL FILL:	<u>565</u>	CY	x	<u>\$75.00</u>	=	<u>\$43,000</u>
TEMPORARY STRUCTURAL SUPPORTS:	<u>1</u>	LS	x	<u>\$50,000.00</u>	=	<u>\$50,000</u>
EXISTING BRIDGE REMOVAL:	<u>1</u>	LS	x	<u>\$76,000.00</u>	=	<u>\$76,000</u>
DETOUR (TWO LANES):	<u>1</u>	LS	x	<u>\$335,000.00</u>	=	<u>\$335,000</u>
STREAM RECONSTRUCTION:	<u>1</u>	LS	x	<u>\$22,000.00</u>	=	<u>\$22,000</u>
REHABILITATION CONTINGENCIES:				<u>N/A</u>	=	<u>\$0</u>
MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.):				<u>10%</u>	=	<u>\$193,000</u>
MOBILIZATION:				<u>10%</u>	=	<u>\$193,000</u>
STRUCTURE SUBTOTAL					=	\$2,320,000
APPROACHES:	<u>0</u>	LF	x	<u>\$0.00</u>	=	<u>\$0</u>
MISCELLANEOUS:				<u>7%</u>	=	<u>\$0</u>
MOBILIZATION:				<u>10%</u>	=	<u>\$0</u>
APPROACHES SUBTOTAL					=	\$0
TOTAL CONSTRUCTION COST					=	\$2,320,000
PRELIMINARY ENGINEERING:				<u>8%</u>	=	<u>\$185,000</u>
RIGHT OF WAY:					=	<u>\$15,000</u>
CONSTRUCTION ENGINEERING:				<u>12%</u>	=	<u>\$280,000</u>
OTHER:					=	<u>\$0</u>
TOTAL PROJECT COST					=	\$2,800,000

Preliminary Cost Estimate

Alternative 4

PROJECT: Camden, Spring Brook Bridge #2794 -				WIN: 22608.00		
Alternative 4: Bridge Replacement: Steel Girder Integral Abutment with Piles Deck Area: 135' x 40' 5400 SF				ESTIMATED BY: KCN		
SUPERSTRUCTURE:	<u>5.400</u>	SF	x	<u>\$157.33</u>	=	<u>\$850.000</u>
ABUTMENTS:	<u>5.400</u>	SF	x	<u>\$71.26</u>	=	<u>\$385.000</u>
COFFERDAMS:	<u>1</u>	LS	x	<u>\$20,000.00</u>	=	<u>\$20,000</u>
STRUCTURAL EXCAVATION & BORROW:	<u>9,129</u>	CY	x	<u>\$40.00</u>	=	<u>\$366,000</u>
HEAVY RIPRAP:	<u>2,310</u>	CY	x	<u>\$60.00</u>	=	<u>\$139,000</u>
SPECIAL FILL:	<u>1,124</u>	CY	x	<u>\$35.00</u>	=	<u>\$40,000</u>
EXISTING BRIDGE REMOVAL:	<u>1</u>	LS	x	<u>\$76,000.00</u>	=	<u>\$76,000</u>
DETOUR AND/OR TEMPORARY BRIDGE:	<u>1</u>	LS	x	<u>\$335,000.00</u>	=	<u>\$335,000</u>
REHABILITATION CONTINGENCIES:				<u>N/A</u>	=	<u>\$0</u>
MISCELLANEOUS (TCP'S, FIELD OFFICE, ETC.):				<u>10%</u>	=	<u>\$222,000</u>
MOBILIZATION:				<u>10%</u>	=	<u>\$222,000</u>
STRUCTURE SUBTOTAL					=	\$2,660,000
APPROACHES:	<u>0</u>	LF	x	<u>\$0.00</u>	=	<u>\$0</u>
MISCELLANEOUS:				<u>7%</u>	=	<u>\$0</u>
MOBILIZATION:				<u>10%</u>	=	<u>\$0</u>
APPROACHES SUBTOTAL					=	\$0
TOTAL CONSTRUCTION COST					=	\$2,660,000
PRELIMINARY ENGINEERING:				<u>12%</u>	=	<u>\$310.000</u>
RIGHT OF WAY:					=	<u>\$15,000</u>
CONSTRUCTION ENGINEERING:				<u>12%</u>	=	<u>\$315,000</u>
OTHER:					=	<u>\$0</u>
TOTAL PROJECT COST					=	\$3,300,000