Barton & Loguidice

Supplemental Traffic Assessment

Date: July 6, 2022

To: Mike Gotto, Owner
Stoneybrook Land Use, Inc.

From: John Q. Adams, PE, PTOE
Associate
Barton & Loguidice, LLC.

Re: Revised Additional Traffic Assessment – Expected Trip Generation, Trip Composition & Crash Data Analysis
Proposed Five Guys Restaurant
223 Center Street, Auburn, ME

The purpose of this supplemental traffic assessment is to focus on an accurate methodology to predict typical expected peak hour trip generation for the Five Guys Restaurant and to perform a safety analysis of the section of Center Street where the restaurant is located. In this traffic assessment we have reviewed and analyzed trip generation and crash data from Maine DOT.

TRIP GENERATION

In discussing and reviewing expected trip generation and restaurant operations with the Applicant, it is our opinion that the trip generation data provided in the previously used ITE Trip Generation Manuals (10^{th} & 11^{th}) do not accurately estimate site trip generation. This Five Guys restaurant does not utilize a typical walk-in and/or drive-thru ordering operation. Many fast food restaurants across the industry, including Five Guys, are utilizing online ordering through your computer, or application on your phone or device, in addition to being able to call-in your order. The restaurant is also able to track your location when ordering and also track your arrival on site.

Therefore, we have requested existing process and transaction (sales) data from the Applicant for another of their locations that is currently utilizing these modern technologies and operations program. We have identified their Five Guys restaurant located at 300 Quaker Lane (Route 2) in Warwick, Rhode Island as an appropriate example. This facility consists of the same layout and provides the same operating features and program as the proposed Five Guys restaurant in Auburn. In addition, both locations exist in areas with commercial development surrounding it, and residential communities in the nearby vicinity. The sales data was comprehensive for the site and captured all sales data throughout the day.

We received and analyzed sales data from the example Five Guys restaurant in Rhode Island for Fridays and Saturdays through June and July of 2021. This time period was specifically selected as it is typically the restaurants highest sales time of year, and Fridays and Saturdays are typically the highest sales days of the week. In total, we received the hourly sales data for nine (9) Fridays, and seven (7) Saturdays (for reference, the sales data is attached in the Appendix). To be conservative in this study, we took the highest identified peak hour from each of the days for the Weekday AM and PM peak hour and the Saturday peak hour. The identified peak hours typically varied throughout the months. We then averaged the highest peak hours for each relevant time period. Also to be conservative, we assumed each individual transaction (sale) caused two trips (one vehicle entering, and one exiting). Table 1, below, shows the average weekday AM and PM peak hours of the generator, and the average Saturday peak hour of the generator.

Table 1

Facility Trip Generation Calculations

Time Period	Sales Average	Trips Generated (By Facility)
Weekday	222	444
AM Weekday Peak Hour (Generator)	25	50
PM Weekday Peak Hour (Generator)	36	72
Saturday Peak Hour	30	60

Trip Generation Conclusions

As shown in Table 1 above, the development is expected to generate 50 trips during the AM peak hour, a maximum volume of 72 trips during the PM peak hour, and 60 trips during the Saturday peak hour. Based on our analysis of expected trip generation utilizing actual transaction data from an operating Five Guys with the same program and operating conditions, it is our opinion that the proposed Five Guys restaurant on Center Street will not generate over 100 new peak hour trips, and therefore will not require a Traffic Movement Permit.

In the next section, we will break down these total comprehensive trips into trips generated inside at the counter, and trips generated through the alternative methods i.e. (Uber, Doordash and call ahead, etc.) which will be picked up via the drive-through pick-up window

Trip Composition

As defined earlier in this report, the fast food restaurant industry is changing from the traditional model where you can only order inside at the counter, or via a drive-through method. Today, people in the vicinity of the restaurant are able to choose alternative methods to skip queue times and have their food delivered directly to them, or be able to order it ahead of time and arrive at the restaurant when their order is ready. To make this process more convenient, the drive-through pick-up window will allow people to stay inside of their car while they receive the food for either delivery or pickup.

When given the opportunity, people will typically choose whatever method is more convenient to them, whether it be the traditional method, or the order ahead/delivery method. To determine the number of trips that will choose to utilize the order methods which use the drive-through pick-up window, we analyzed comprehensive payment data from the Rhode Island facility, which indicate the following trip composition percentages for the peak hours of the facility.

Table 2

Rhode Island 5-Guys Indoor Existing Trip Distributions

Time Period	Trip Distribution Indoor Order / Pickup Window
AM Weekday Peak Hour (Generator)	47% / 53%
PM Weekday Peak Hour (Generator)	57% / 43%
Saturday Peak Hour	38% / 62%

As shown in the prior table, during the AM peak hour 53% of the trips will utilize the drive-through pick-up window, 43% will use the window during the PM peak hour, and a maximum of 62% of the trips will choose the delivery/order ahead option during the Saturday peak hour.

When these trip composition percentages are applied to the total trips generated by the facility, as shown in Table 1, we are able to further break down the total comprehensive data into trips generated by the drive-through pick-up window use, and the traditional indoor at the counter use. The table on the following page, Table 3, depicts this trip composition breakdown.

Table 3 Trip Composition Breakdown			
Time Period	**Total Facility Trips**	**Total Indoor Trips**	**Total Drive-Through Pickup Window Trips**
AM Weekday Peak Hour (Generator)	50	24	26
PM Weekday Peak Hour (Generator)	72	41	31
Saturday Peak Hour	60	23	37

As shown in the preceding table, when given the opportunity to skip queue lines and receive their order relatively faster, generally about half of the people will choose to use the alternative order methods instead of the traditional method. Out of the facility's total generated trips, during the AM peak hour 26 trips will be generated by the pick-up window, while the remaining 24 will continue to order inside at the counter. During the PM peak hour, we see more people choosing to order inside, generating 41 indoor trips, while the remaining 31 PM peak hour trips are generated by alternative methods through the drive-through pick-up window. In the Saturday peak hour, we see a greater shift in trips generated via the pick-up window at 37 trips, and a low of 23 trips being generated by the indoor counter.

Trip Composition Summary

In summary, when people are given the opportunity to choose alternative methods of purchasing and receiving their order, they most often do whatever is more convenient. As a result there will be a shift in trip composition, with 26 of the total 50 AM peak hour trips using the drive-through pick-up window. 31 of the 72 PM peak hour trips will order online for pick-up/delivery at the window, and a maximum of 37 out of the total 60 Saturday peak hour trips will utilize the pick-up window.

CRASH DATA ANALYSIS

The MaineDOT considers any roadway intersection or segment a high crash location if both of the following criteria are met:

- ***8 or more accidents in a three-year period***
- ***A Critical Rate Factor greater than 1.00***

An analysis of MaineDOT's most recent safety data (2019-2021) indicates that there is a high crash location (HCL) in the vicinity of the proposed project. The HCL is located on a section of Center Street between Cross Street and Lake Auburn Avenue Cut-Through. These are identified as Nodes 3683 and 3684, respectively, as shown on the Crash Data Map enclosed in the Appendix.

On this HCL segment of Center Street, MaineDOT has identified a total of 18 crashes, of which the predominant pattern includes 10 angle crashes and 7 rear-end/sideswipe crashes. The majority (9) of these crashes are grouped on the northbound travel lane in immediate vicinity of

the Little Caesars restaurant, which is located approximately 600-feet north of the existing curb cut (site entrance) of the Five Guys Restaurant. The area of Center Street fronting the proposed Five Guys restaurant has had two (2) crashes within the 3-year study period. These crashes consisted of one sideswipe, and one animal in the road type crash. On the southbound travel lane, opposite of the proposed development, there was one rear-end crash and one angle crash.

Based on this review there does not appear to be any significant crash patterns or frequency of crashes in the vicinity of the Five Guys restaurant.

Attached in the Appendix is the collision diagram provided by MaineDOT which shows the 3-year crash characteristics, and summary reports.

SUMMARY / CONCLUSIONS

Based on our supplemental review and analysis of expected trip generation and Maine DOT Crash Data, we offer the following summary and conclusions.

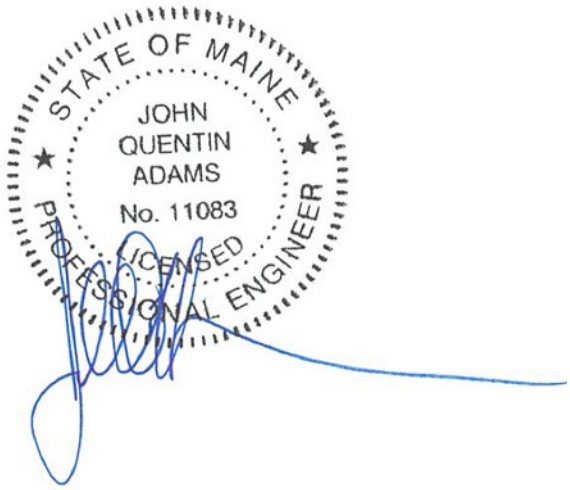
1. We received and analyzed sales data from the example similar Five Guys restaurant in Rhode Island for Fridays and Saturdays through June and July of 2021. This time period was specifically selected as it is typically the restaurants highest sales time of year, and Fridays and Saturdays are typically the highest sales days of the week. In total, we received the hourly sales data for nine (9) Fridays, and seven (7) Saturdays. For reference, the sales data is attached in the Appendix. To be conservative in this study, we took the highest identified peak hour from each of the days for the Weekday AM and PM peak hour and the Saturday peak hour.

   The development is expected to generate 50 trips during the sites AM peak hour, a maximum volume of 72 trips during the sites PM peak hour, and 60 trips during the sites Saturday peak hour. Based on our analysis of expected trip generation utilizing actual transaction data from an operating Five Guys with the same program and operating conditions, it is our opinion that the proposed Five Guys restaurant on Center Street will not generate over 100 new peak hour trips, and therefore will not require a Traffic Movement Permit.

2. On this HCL segment of Center Street, MaineDOT has identified an HCL which extends from Cross Street to Lake Auburn Avenue, these are identified as Nodes 3683 and 3684, respectively, as shown on the Crash Data Map enclosed in the Appendix. This section of Center Street experienced a total of 18 crashes, of which the predominant pattern includes 10 angle crashes and 7 rear-end/sideswipe crashes. The majority (9) of these crashes are grouped on the northbound travel lane in immediate vicinity of the Little Caesars restaurant, which is located approximately 600-feet north of and away from the existing curb cut (site entrance) of the Five Guys Restaurant. The area of Center Street fronting the proposed Five Guys restaurant has had two (2) crashes within the 3-year study period. These consist of one

sideswipe crash, and one animal in the road crash. On the southbound travel lane, opposite of the proposed development, there was one rear-end crash and one angle crash.

Based on this review there does not appear to be any significant crash patterns or frequency of crashes in the vicinity of the Five Guys restaurant.



John Q. Adams, PE, PTOE, Date: 06/30/2022

APPENDIX

1. Five Guys Transaction Data, 300 Quacker Lane, Warwick, RI, Store

2. Maine DOT Crash Data

1. Five Guys Transaction Data, 300 Quacker Lane, Warwick, RI

Hourly Sales Report — RI-1989 Warwick

Friday, June 4, 2021

Hour	Net Sales	Orders	Order Average
11:00 AM	$236.99	13	$18.23
12:00 PM	**$428.69**	**23**	**$18.64**
1:00 PM	$293.99	17	$17.29
2:00 PM	$160.49	11	$14.59
3:00 PM	$137.71	8	$17.21
4:00 PM	$469.99	19	$24.74
5:00 PM	$918.95	34	$27.03
6:00 PM	**$929.37**	**40**	**$23.23**
7:00 PM	$462.78	24	$19.28
8:00 PM	$383.99	21	$18.29
9:00 PM	$234.93	15	$15.66
Summary	**$4,657.88**	**225**	**$20.70**

Hourly Sales Report — RI-1989 Warwick

Friday, June 18, 2021

Hour	Net Sales	Orders	Order Average
11:00 AM	$493.65	27	$18.28
12:00 PM	**$493.11**	**31**	**$15.91**
1:00 PM	$293.90	16	$18.37
2:00 PM	$244.67	14	$17.48
3:00 PM	$196.97	15	$13.13
4:00 PM	$416.22	19	$21.91
5:00 PM	$703.85	31	$22.70
6:00 PM	**$756.31**	**36**	**$21.01**
7:00 PM	$602.06	28	$21.50
8:00 PM	$567.75	26	$21.84
9:00 PM	$288.71	16	$18.04
Summary	**$5,057.20**	**259**	**$19.53**

Saturday, June 5, 2021			
Hour	**Net Sales**	**Orders**	**Order Average**
11:00 AM	$313.39	14	$22.39
12:00 PM	$208.01	13	$16.00
1:00 PM	$428.36	23	$18.62
2:00 PM	$331.16	15	$22.08
3:00 PM	$366.21	17	$21.54
4:00 PM	$341.32	15	$22.75
5:00 PM	$563.68	26	$21.68
6:00 PM	$741.61	32	$23.18
7:00 PM	**$925.82**	**36**	**$25.72**
8:00 PM	$501.08	21	$23.86
9:00 PM	$235.41	12	$19.62
Summary	**$4,956.05**	**224**	**$22.13**

Saturday, June 19, 2021			
Hour	**Net Sales**	**Orders**	**Order Average**
11:00 AM	$178.86	9	$19.87
12:00 PM	$480.56	21	$22.88
1:00 PM	$518.05	22	$23.55
2:00 PM	$343.73	21	$16.37
3:00 PM	$349.38	15	$23.29
4:00 PM	**$612.74**	**30**	**$20.42**
5:00 PM	$681.65	26	$26.22
6:00 PM	$457.32	20	$22.87
7:00 PM	$386.68	23	$16.81
8:00 PM	$388.58	19	$20.45
9:00 PM	$342.73	16	$21.42
Summary	**$4,740.28**	**224**	**$21.16**

Friday, June 11, 2021				Friday, June 25, 2021			
Hour	**Net Sales**	**Orders**	**Order Average**	**Hour**	**Net Sales**	**Orders**	**Order Average**
11:00 AM	$196.41	8	$24.55	11:00 AM	$173.33	8	$21.67
12:00 PM	**$603.74**	**28**	**$21.56**	**12:00 PM**	**$460.13**	**26**	**$17.70**
1:00 PM	$198.99	15	$13.27	1:00 PM	$257.29	13	$19.79
2:00 PM	$190.42	8	$23.80	2:00 PM	$379.07	19	$19.95
3:00 PM	$206.71	12	$17.23	3:00 PM	$230.46	10	$23.05
4:00 PM	$422.52	17	$24.85	4:00 PM	$348.57	12	$29.05
5:00 PM	$717.55	31	$23.15	5:00 PM	$726.19	31	$23.43
6:00 PM	$866.78	36	$24.08	**6:00 PM**	**$872.29**	**34**	**$25.66**
7:00 PM	**$969.50**	**44**	**$22.03**	7:00 PM	$706.21	26	$27.16
8:00 PM	$359.94	19	$18.94	8:00 PM	$345.41	22	$15.70
9:00 PM	$225.28	9	$25.03	9:00 PM	$183.67	10	$18.37
Summary	**$4,957.84**	**227**	**$21.84**	**Summary**	**$4,682.62**	**211**	**$22.19**

Saturday, June 12, 2021			
Hour	**Net Sales**	**Orders**	**Order Average**
11:00 AM	$212.94	10	$21.29
12:00 PM	$590.26	23	$25.66
1:00 PM	$558.90	26	$21.50
2:00 PM	$579.30	30	$19.31
3:00 PM	$430.24	16	$26.89
4:00 PM	$344.21	18	$19.12
5:00 PM	$392.19	16	$24.51
6:00 PM	**$707.95**	**33**	**$21.45**
7:00 PM	$591.30	27	$21.90
8:00 PM	$534.02	24	$22.25
9:00 PM	$189.13	8	$23.64
Summary	**$5,130.44**	**231**	**$22.21**

6/9/2022 1:12:05 PM			Friday, July 2, 2021
Hour	**Net Sales**	**Orders**	**Order Average**
11:00 AM	$255.44	14	$18.25
12:00 PM	**$402.10**	**21**	**$19.15**
1:00 PM	$406.46	22	$18.48
2:00 PM	$258.53	12	$21.54
3:00 PM	$162.72	8	$20.34
4:00 PM	$496.96	25	$19.88
5:00 PM	$718.32	32	$22.45
6:00 PM	**$855.49**	**40**	**$21.39**
7:00 PM	$511.30	27	$18.94
8:00 PM	$654.44	29	$22.57
9:00 PM	$142.38	8	$17.80
Summary	**$4,864.14**	**239**	**$20.35**

Hourly Sales — RI-1989 Warwick

Saturday, July 3, 2021

Hour	Net Sales	Orders	Order Average
11:00 AM	$193.10	10	$19.31
12:00 PM	$495.22	20	$24.76
1:00 PM	$444.88	24	$18.54
2:00 PM	$302.32	16	$18.90
3:00 PM	$215.69	14	$15.41
4:00 PM	$408.90	15	$27.26
5:00 PM	$616.84	27	$22.85
6:00 PM	$638.53	29	$22.02
7:00 PM	**$698.35**	**33**	**$21.16**
8:00 PM	$336.63	16	$21.04
9:00 PM	$197.20	11	$17.93
Summary	**$4,547.66**	**216**	**$21.05**

Hourly Sales Report — RI-1989 Warwick

Saturday, July 17,

Hour	Net Sales	Orders	Order Average
11:00 AM	$257.61	11	$23.42
12:00 PM	$557.96	24	$23.25
1:00 PM	$685.35	26	$26.36
2:00 PM	$423.46	17	$24.91
3:00 PM	$319.27	11	$29.02
4:00 PM	$404.78	19	$21.30
5:00 PM	$562.51	28	$20.09
6:00 PM	$473.43	19	$24.92
7:00 PM	**$647.86**	**30**	**$21.60**
8:00 PM	$509.69	29	$17.58
9:00 PM	$229.08	9	$25.45
Summary	**$5,071.00**	**223**	**$22.74**

Friday, July 9, 2021

Hour	Net Sales	Orders	Order Average
11:00 AM	$299.43	16	$18.71
12:00 PM	**$503.94**	**22**	**$22.91**
1:00 PM	$405.65	18	$22.54
2:00 PM	$269.82	13	$20.76
3:00 PM	$237.64	13	$18.28
4:00 PM	$316.41	13	$24.34
5:00 PM	$589.13	24	$24.55
6:00 PM	**$680.78**	**27**	**$25.21**
7:00 PM	$697.34	27	$25.83
8:00 PM	$346.83	17	$20.40
9:00 PM	$166.60	11	$15.15
Summary	**$4,513.57**	**201**	**$22.46**

Friday, July 23, 2021

Hour	Net Sales	Orders	Order Average
11:00 AM	$318.67	12	$26.56
12:00 PM	**$539.40**	**26**	**$20.75**
1:00 PM	$183.19	9	$20.35
2:00 PM	$198.15	11	$18.01
3:00 PM	$170.07	7	$24.30
4:00 PM	$503.32	24	$20.97
5:00 PM	$497.93	22	$22.63
6:00 PM	**$933.71**	**40**	**$23.34**
7:00 PM	$516.42	23	$22.45
8:00 PM	$440.37	20	$22.02
9:00 PM	$283.26	12	$23.61
Summary	**$4,584.49**	**206**	**$22.25**

Saturday, July 10, 2021

Hour	Net Sales	Orders	Order Average
11:00 AM	$186.39	14	$13.31
12:00 PM	$415.34	21	$19.78
1:00 PM	$473.78	19	$24.94
2:00 PM	$262.14	12	$21.85
3:00 PM	$284.54	12	$23.71
4:00 PM	$435.42	15	$29.03
5:00 PM	$663.88	22	$30.18
6:00 PM	**$482.45**	**23**	**$20.98**
7:00 PM	$577.29	23	$25.10
8:00 PM	$532.41	22	$24.20
9:00 PM	$275.12	13	$21.16
Summary	**$4,588.76**	**196**	**$23.41**

Saturday, July 24, 2021

Hour	Net Sales	Orders	Order Average
11:00 AM	$168.01	7	$24.00
12:00 PM	$441.26	22	$20.06
1:00 PM	$310.16	17	$18.24
2:00 PM	$386.55	19	$20.34
3:00 PM	$341.68	18	$18.98
4:00 PM	$390.51	17	$22.97
5:00 PM	**$617.95**	**27**	**$22.89**
6:00 PM	$600.79	22	$27.31
7:00 PM	$483.67	19	$25.46
8:00 PM	$374.84	17	$22.05
9:00 PM	$245.87	12	$20.49
Summary	**$4,361.29**	**197**	**$22.14**

Friday, July 16, 2021

Hour	Net Sales	Orders	Order Average
11:00 AM	$331.54	17	$19.50
12:00 PM	**$446.86**	**24**	**$18.62**
1:00 PM	$372.89	21	$17.76
2:00 PM	$129.45	5	$25.89
3:00 PM	$187.19	12	$15.60
4:00 PM	$314.87	14	$22.49
5:00 PM	$679.47	25	$27.18
6:00 PM	$850.95	33	$25.79
7:00 PM	**$890.13**	**38**	**$23.42**
8:00 PM	$612.12	26	$23.54
9:00 PM	$285.96	16	$17.87
Summary	**$5,101.43**	**231**	**$22.08**

6/9/2022 1:48:31 PM (UTC-

Friday, July 30, 2021

Hour	Net Sales	Orders	Order Average
11:00 AM	$242.30	15	$16.15
12:00 PM	**$649.38**	**28**	**$23.19**
1:00 PM	$429.49	20	$21.47
2:00 PM	$208.50	12	$17.38
3:00 PM	$362.24	15	$24.15
4:00 PM	$167.00	6	$27.83
5:00 PM	$447.70	20	$22.39
6:00 PM	$503.09	19	$26.48
7:00 PM	**$688.50**	**28**	**$24.59**
8:00 PM	$535.68	25	$21.43
9:00 PM	$258.08	12	$21.51
Summary	**$4,491.96**	**200**	**$22.46**

2. Maine DOT Crash Data

H. C. L.
CRASH COLLISION DIAGRAM
DATA PACKAGE

COUNTY: **ANDROSCOGGIN** TOWN: **AUBURN**

LOW NODE: **3683** HIGH NODE: **3684** REGION: **1** U/R: **URBAN**

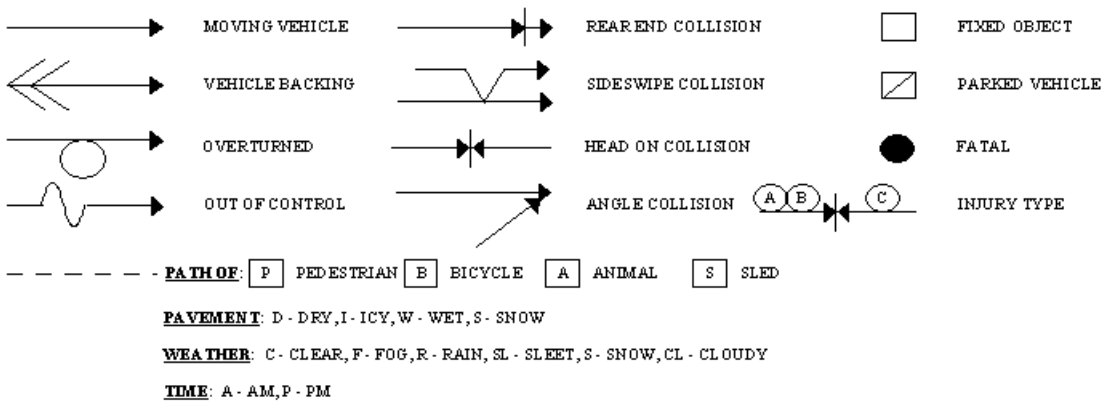
DESCRIPTION: **Center St from Cross St to Lake Auburn Ave cut**

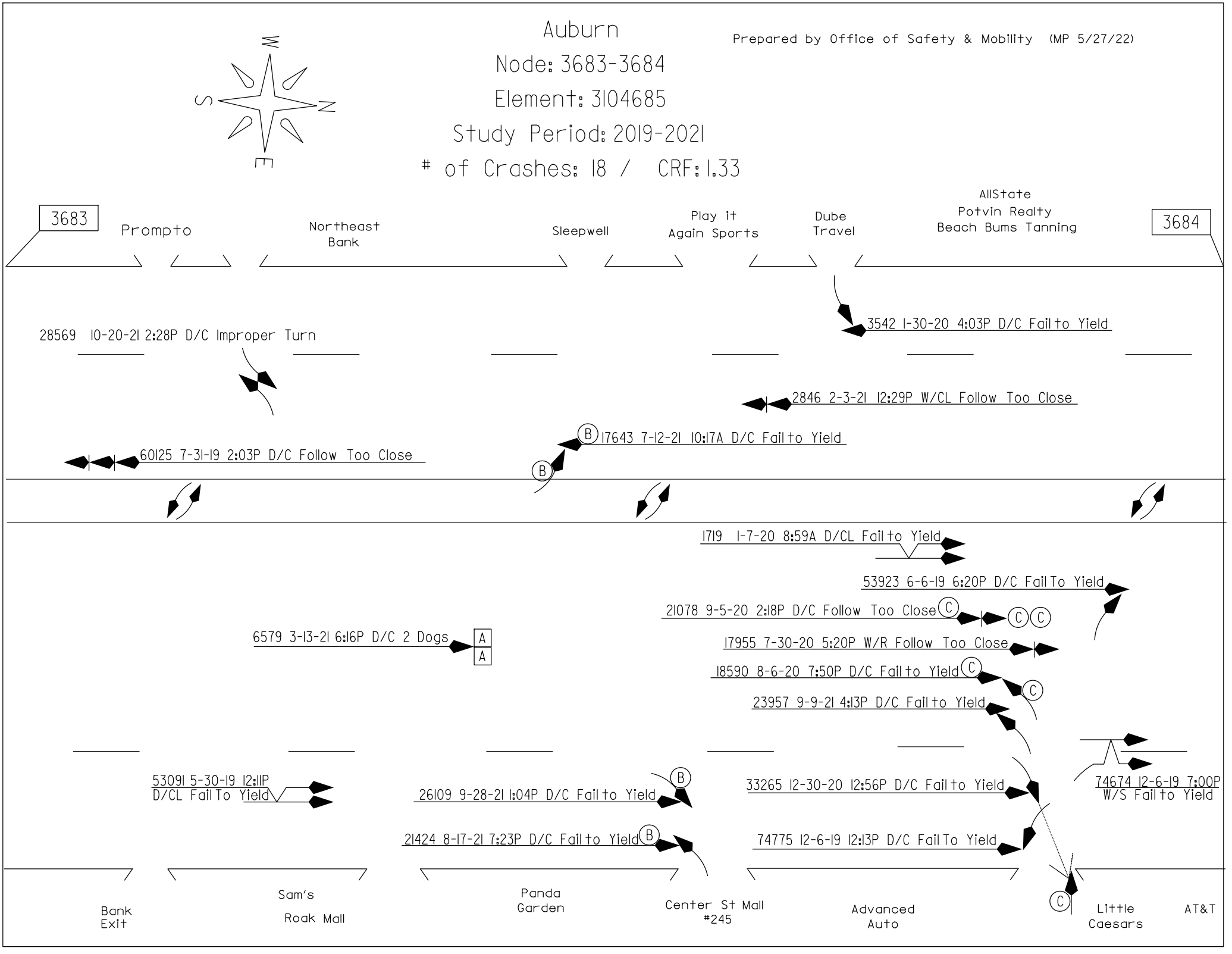
RTE # / RD #: **0004X** DATE DRAWN: **5/26/2022** DRAWN BY: **Michelle**

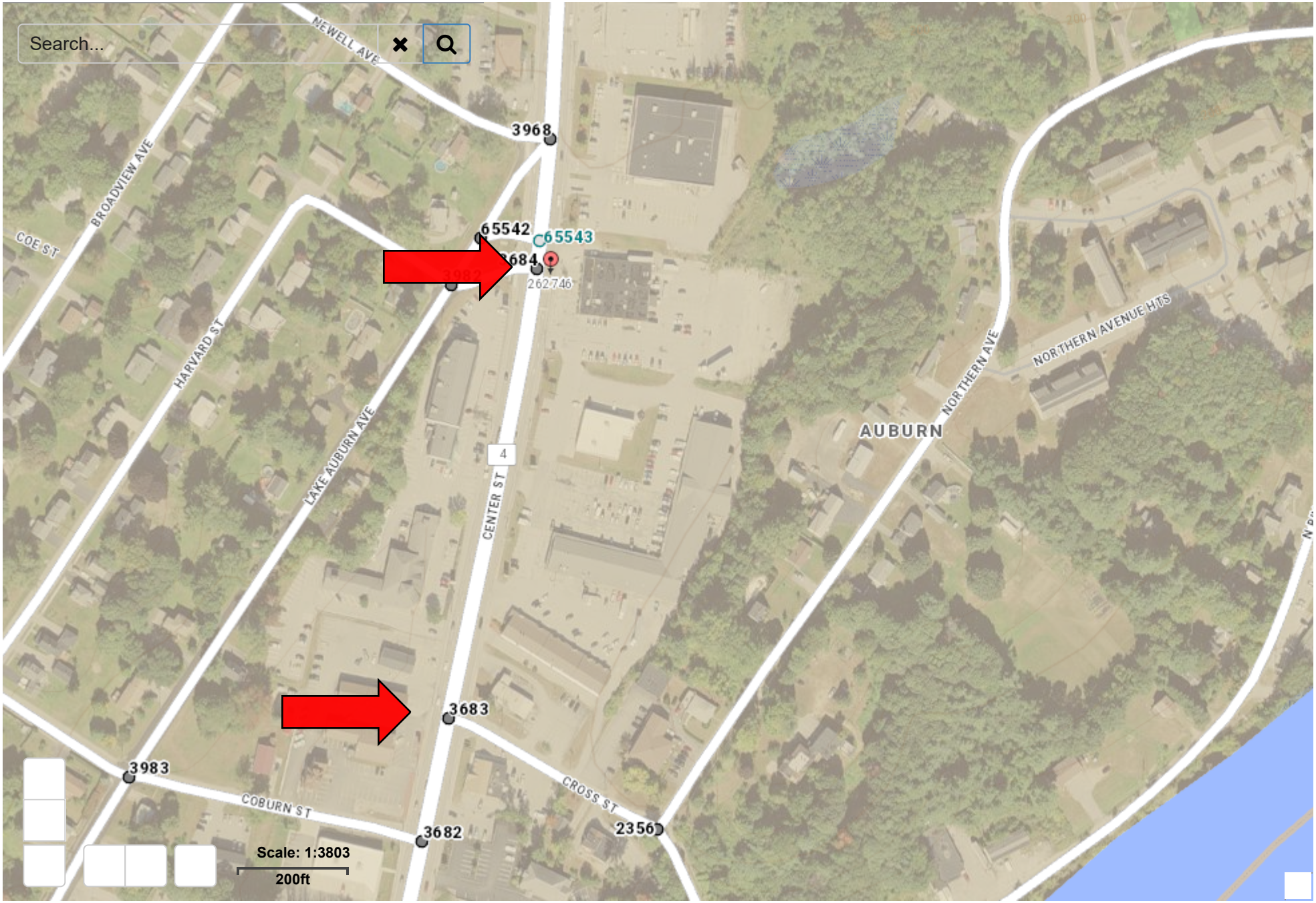
STUDY FROM: **1/1/2019** STUDY TO: **12/31/2021**

CRASH RATE: **470.06** CRF: **1.33** % INJURY: **33.3** TOTAL CRASHES: **18**

LEGEND




Auburn
Node: 3683-3684
Element: 3104685
Study Period: 2019-2021
# of Crashes: 18 / CRF: 1.33
Prepared by Office of Safety & Mobility (MP 5/27/22)
3683
Prompto
Northeast Bank
Sleepwell
Play it Again Sports
Dube Travel
AllState
Potvin Realty
Beach Bums Tanning
3684
28569 10-20-21 2:28P D/C Improper Turn
3542 1-30-20 4:03P D/C Fail to Yield
2846 2-3-21 12:29P W/CL Follow Too Close
17643 7-12-21 10:17A D/C Fail to Yield
60125 7-31-19 2:03P D/C Follow Too Close
1719 1-7-20 8:59A D/CL Fail to Yield
53923 6-6-19 6:20P D/C Fail To Yield
21078 9-5-20 2:18P D/C Follow Too Close
6579 3-13-21 6:16P D/C 2 Dogs
17955 7-30-20 5:20P W/R Follow Too Close
18590 8-6-20 7:50P D/C Fail to Yield
23957 9-9-21 4:13P D/C Fail to Yield
53091 5-30-19 12:11P D/CL Fail To Yield
26109 9-28-21 1:04P D/C Fail to Yield
33265 12-30-20 12:56P D/C Fail to Yield
74674 12-6-19 7:00P W/S Fail to Yield
21424 8-17-21 7:23P D/C Fail to Yield
74775 12-6-19 12:13P D/C Fail To Yield
Bank Exit
Sam's Roak Mall
Panda Garden
Center St Mall #245
Advanced Auto
Little Caesars
AT&T


Search...
NEWELL AVE
BROADVIEW AVE
COE ST
HARVARD ST
LAKE AUBURN AVE
CENTER ST
NORTHERN AVE
NORTHERN AVENUE HTS
AUBURN
4
3968
65542
65543
3684
262746
3683
3983
COBURN ST
3682
CROSS ST
2356
Scale: 1:3803
200ft

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

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

☑ Crash Summary I - Single Element	☐ Section Detail	☑ Crash Summary II	☐ 1320 Public	☐ 1320 Private	☐ 1320 Summary

REPORT DESCRIPTION

Auburn
Center St from Cross St to Lake Auburn Ave cut

REPORT PARAMETERS

Year 2019, Start Month 1 through Year 2021 End Month: 12

Route: 0004X	Start Node: 3683	Start Offset: 0	☑ Exclude First Node
	End Node: 3684	End Offset: 0	☑ Exclude Last Node

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
3683	3684	3104685	0 - 0.15	0004X - 76.14	0.15	2	18	0	0	3	3	12	33.3	0.01276	470.06	354.31	1.33
Int of CENTER ST	CROSS ST			ST RTE 4											Statewide Crash Rate: 187.24		
Study Years:	3.00			Section Totals:	0.15		18	0	0	3	3	12	33.3	0.01276	470.06	354.31	1.33