



December 6, 2017  
16137-01

Nathan Poore, Town Manager  
Falmouth Town Council  
Town of Falmouth  
271 Falmouth Road  
Falmouth, Maine 04105

**Contract Zoning – Formal Review Application**  
**Hothem, et. al. properties, Mountain Road and Route 100**

Dear Nathan and Council Members:

**History**

On behalf of David Chase of Homestead Acres, LLC, we have prepared the enclosed plans and attachments. Homestead Acres would like to establish a Contract Zone to revise the existing zoning for a proposed multi lot development. As you are aware we have been working with the town since a meeting with Nathan Poore and Theo Holtwijk on September 6<sup>th</sup> of 2016. After a few meetings and review of the current zoning requirements we agreed to have the town revise the Village Mixed Use (VMU) zoning for the project properties. The town hired a consulting engineer which is performing the design on the Route 100 improvements. We attended all of the meetings with the town and neighbors and received valuable input. After several months and consulting with the town we decided to request a Contract Zone Amendment. We started meeting with the Community Development Committee (CDC) to discuss project and the revisions needed in the town ordinances. We also met with The Land Management and Acquisitions Committee (LMAC), the Parks and Community Programs Advisory Committee (PACAP), the Long-Range Planning Advisory Committee (LPAC), the Route 100 Committee and neighbors. We received the findings and recommendation document from the CDC on July 14, 2017. We then met with the Planning Board on September 5<sup>th</sup> and received their recommendation to proceed to the Council. We have met with the Council on September 11<sup>th</sup> and October 11<sup>th</sup>.

**Current**

Since our last Council meeting we have met with town staff a few times and made some revisions to our submission. We have attached two subdivision concepts with this submission. Concept 20A and Concept 22. Through discussions with town staff and reflection by the applicant we are submitting 2 different options for the Council to discuss and provide input.

Concept 20A is similar to concept 20. It still has 48 apartment units in 4 12-unit buildings and has 108 single family home lots. The “eyebrow” drive and park shown in the previous submission have been removed. This eyebrow would create an extra 400+ feet of road with utilities and would create some traffic issues. The park that was within the eyebrow has been moved behind those houses is double the size and a safer place for kids to play. We also revised the Commercial Lot 1 and Road B behind Harmons Hamburgers. The single building has been split into 3 separate buildings proposed to be retail/commercial on the first floor with residential units above. This provides a buffer to the stream south of the lot with additional landscaping/green space within the lot. We’ve also shown the on-street parking and traffic movement patterns in this area.

Concept 22 is a similar layout to concept 20A with the major change being the removal of the 4 12-unit apartment buildings and the change of some of the single-family lots to duplex lots. This reduces the total number of units from 156 on Concept 20A to 119 on Concept 22. With a net residential count of

151, this would leave 32 units available for mixed use within the commercial areas and would not require any reduction in the area required for net residential calculations.

### **Proof of Concept**

At the October 11th meeting it was requested that we develop a Proof of Concept plan showing that the subdivision could be developed under the current town zoning. We completed and submitted that plan as part of the October submission package. You'll see that the current minimum lot width requirement is the largest impediment in the development of a well-designed subdivision. The road length of the proof of concept subdivision, 10,690 feet, is almost double that of our current subdivision concept at 6,677 feet. With the increase of not only road length but pavement width road width the proof of concept more than doubles the impervious paved area. There are triple the stream crossings and substantially more wetland fill would be required. The proof of concept does not provide the parks, trails, open space, or the design features that our subdivision does. The proof of concept does show that the full 151 unit net residential calculations can be built utilizing the same 48 apartments that we're showing on our subdivision plan. This is attached as Exhibit 10

### **Viewshed Analysis**

We have also completed a Viewshed Analysis, attached as Exhibit 6 for the apartment buildings on the property. The retail/commercial building(s) behind Harmons Hamburgers have not been designed at this point. It is the towns request that the building(s) are built at the road right way behind the sidewalk which will be visible from Route 100. The apartments are over 400 feet from Route 100, over 650 feet from Mountain Road, and over 750 feet from the Maine Turnpike. We analyzed the site topography as well as the tree cover. To show the maximum visibility all trees within the subdivision developed area were removed from the model. This left a border of trees around the subdivision within the project area and on abutting parcels. The aerial photo show red marks on the surrounding roads of potential apartment visibility locations. We have also shown cross sections through the site from the Turnpike to Route 100 showing the site terrain and trees. If looking over the trees the only area that may see the apartments is along Route 100 in front of the Bell property approximately 550 feet from the apartment. Traveling at 35 MPH this apartment would be visible from the northbound lane for approximately 2 seconds.

### **Project Description**

The proposal is to establish zoning criteria that will assist in the stated goals for residential growth within the Route 100/26 growth area and that will be in harmony with the VMU Zoning District and the Route 100 Overlay District (CO). The primary use for the project will be residential with the incorporation of public open space areas, preservation of natural resource areas and commercial use near Route 100. The contract zoning change will allow for these uses with a potential mixture of affordable and market rate single family homes as well as multi-unit buildings/apartments.

The proposed development will utilize the frontage on Mountain Road and along Route 100 to provide interconnected vehicular and pedestrian access with the Route 100 corridor. The buildable areas of the site will be utilized to create more a traditional tight knit neighborhood that will feature open space, natural and pedestrian friendly rights-of-way. This development concept is the basis for the modifications to the dimensional criteria of the contract zoning application.

As discussed in the current section above we have included 2 different options for discussion with the Council. The attached Concept Sketch 20A shows 107 Residential Lots together with four (4) 12-unit apartment buildings, retail/commercial lots, three (3) parks and a large open space with a trail network. The final number of units will depend on the final configuration of the properties, unit type mix, final contract zone approval and preparation of final plats for the properties.

**Compliance with Comprehensive Plan**

The proposed contract zoning will be consistent with the 2013 Comprehensive Plan (the "Plan") and 2016 updates, more specifically:

The project area is identified in the 2013 Comprehensive plan as a proposed commercial and mixed-use growth area (Route 100/26 Area). As stated in the Future Land Use Plan section of the 2013 Plan, subsection Growth and Rural Areas, for Commercial Growth Areas, "Well-planned residential development is envisioned to be integrated in these commercial areas." The proposed contract zoning will allow the incorporation of the residential component for the area while the entry from the Route 100 allows for the retention of the commercial use(s) along the Route 100 frontage. The configuration of the entry allows for a potential for better access/parking for the existing abutting commercial uses along Route 100.

Under the Residential Growth Areas of the same subsection of the Plan, the Comprehensive Plan recommends that the growth share within this area increase "from less than 50% to a significant majority share of all new residential growth." The proposed contract zoning will assist to meet this goal. Furthermore, the incorporation of residential growth within the area of the project help to minimize growth within the rural areas of the Town, another objective of the Comprehensive Plan.

In the Community Vision for the Future subsection, the Comprehensive Plan also states a preference for more of the growth area to be accessible to public sewer service. The proposed contract zoning will make the extension of sewer into this development area more affordable based upon the projected development population and provide the potential for more affordable housing units within the development.

In the Executive Summary of the Comprehensive Plan calls out this area as a potential for compact development and is further shown as a potential area for compact development of Map 10A. The contract zoning will allow smaller lots and with the incorporation of open space and preservation of natural resource areas. In the summaries of Future Land Use Plan section of the Plan, the Comprehensive Plan further mentions generally and specifically to the Route 100 area, the desirability for pedestrian/bicycle connectivity. This statement is reiterated in Theme 5 of the Implementation Strategies section. The contract zoning will allow for connections through several individual parcels for pedestrian interconnectivity to the Route 100 commercial corridor.

**Proposed Public Benefit**

The proposed contract zoning will provide for the pedestrian and family residential components of the Comprehensive Plan to complement the village/neighborhood commercial component that is the basis of the Route 100/26 growth area. Several abutters have joined in to create this project so several parcels are incorporated into the master plan/contract zoning. It will make it possible to extend utilities and public infrastructure into the residential areas that will allow greater affordability of the proposed homes. The contract zoning will allow this result with the incorporation of substantial open space and preservation of natural areas. This proposed contract zoning meets the visions/focus of both the Long-Range Planning Committee and Route 100 Study Committee.

More specifically, relative to housing, it will:

- Provide different types of homes which will allow a range of income brackets and age groups.
- Provide approximately 30% of the project as affordable housing that will meet the state guidelines for affordable homes, rental apartments or homes for 55 and over.
- Provide opportunities for younger generation to stay in Falmouth with low to moderate prices on single-family homes.
- Provide the density in a place that serves the Town's comprehensive plan.

Relative to pedestrian/public Access, it will:

- Provide walkable trails open to the public; trail easements will be dedicated to the Town.
- Provide three parks within the project area. Two of these parks containing benches walking paths and some lawn area for multipurpose recreation will be maintained and owned by the homeowner's association. One of the parks will be constructed by the developer and deeded to the town. This park is anticipated to have benches, picnic tables, and a playground an open grass area for multipurpose recreation.
- Provide vehicular, bicycle and pedestrian connectivity throughout the neighborhood. Provides multiple entrances and exits onto Route 100 and Mountain Road.
- Provide access for other property owners on Route 100 as well as the public. Currently, most properties do not have a way to move freely around the land and walk or bike anywhere in the area.
- Provide the ability to preserve and rehabilitate the old railroad path into walking trail.
- Provide access and additional resources for abutting church and local restaurant.

Relative to local commercial/small businesses, it will:

- Provide opportunities for retail/commercial sites for small business.
- Create a neighborhood who will use the goods and services of the local businesses.
- Provide and create parking for the existing commercial use (Harmon's Hamburgers) that will be lost with the towns proposed Route 100 improvements.

In addition to the above referenced benefits, the project will provide a significant increase in the Town's Tax Base.

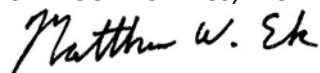
The town has been discussing the anticipated impact on the school system. We are waiting for the school enrollment study being prepared by the school district.

We have included the following attachments:

1. Comprehensive list of Zoning Variations Requested – Concept 20A
2. Comprehensive list of Zoning Variations Requested – Concept 22
3. Matrix abbreviated response to town/public review comments
4. Detailed Response to town review comments
5. Traffic Study
6. Building plans for residential buildings
7. Concept Sketch 20A revised through December 5, 2017
8. Concept Sketch 22 revised through December 5, 2017
9. Landscape Concept
10. Proof of Concept Sketch 21
11. Viewshed analysis
12. Conceptual Sewer Plan revised through November 21, 2017

We look forward to any questions or comments you may have and attending the meetings this project is scheduled for. Thank you for your time and your consideration of this project.

SEBAGO TECHNICS, INC.



Matthew W. Ek, PLS

Director of Survey/GIS Advancement

MWE/RAM:mwe

Enc.

cc. David Chase, Homestead Acres, LLC



**Comprehensive list of the Zoning Variations Requested for the Homestead Acres Project For Concept 20A plan**

**CH II-19-14 Village Mixed Use District (VMU)**

|  | <u>Current</u> | <u>Proposed</u> |
|--|----------------|-----------------|
| 1. Minimum Lot Width   | 150 feet       | 50 feet         |
| Minimum setbacks for residential lots:   |                |                 |
| 2. Front   | 25 feet        | 10 feet         |
| 3. Side  | 15 feet        | 8 feet          |
| Minimum setbacks for Retail/Commercial lots:                                       |                |                 |
| 4. Front *   | 25 feet        | 0 feet          |
| Maximum setback for Retail/Commercial Lots   |                |                 |
| 5. Front *   |                | 20 feet         |
| 6. Dwelling Unit density allowance (sq ft per unit)<br>(both with public sewerage) | 10,000 sf      | 7,500 sf        |
| 7. Section 19-64.2 Minimum Net Residential Area Per Lot                            | 5,000 sf       | 0 sf            |

If a building within the retail/commercial area also has a residence within it the least restrictive of the setbacks shown above will apply.

**Appendix 7-5-E. Street Design Standards**

|   | <u>Current</u> | <u>Proposed</u> |
|---|----------------|-----------------|
| 8. Minimum Distance Between Intersections<br>on the same side:  | 300-400 feet   | 200 feet        |
| on the opposite side:   | 150-300 feet   | 200 feet        |
| 9. Collector Street Minimum Pavement Width *  | 34 feet        | 24 feet         |
| 10. Subcollector Street Minimum Pavement Width *  | 30 feet        | 24 feet         |
| 11. Local Street Minimum Pavement Width *   | 24 feet        | 22 feet         |
| 12. Minimum Right-of-Way Width (Collector/Subcollector)*  | 60 feet        | 50 feet         |
| 13. Minimum Right-of-Way Width (Local/Minor Local)*   | 50 feet        | 40 feet         |
| 14. Minimum Centerline Radius (Collector/Subcollector)  | 230 feet       | 150 feet        |
| 15. Minimum Tangent between curves of reverse alignment   | 100-200 feet   | 75 feet         |
| 16. Sidewalk width *  | 4 feet         | 5 feet          |
| 17. No Roundabout standards were found in the Falmouth ordinance. We're requesting the roundabout be allowed. |                |                 |

**Sec.19-69 Rate of Residential Growth**

18. Up to 18 single-family units per year may be exempted from a growth permit at such time as there are no available permits in the single-family/two family category.
19. Item 7 includes house lots restricted to an individual 55 years old or older. Since some houses will be under construction as spec houses if a growth permit was issued for that house and then it is deed restricted to an elderly housing lot that growth permit would be transferable to another lot within the subdivision.
20. We have included a declaration of Affordable Housing Covenants to be utilized for the "affordable housing" exception of 19-69-d-4.

21. We request an exemption from growth permit status for the 48 units of apartments. In turn we will dedicate 5 of the 48 units to 55 years of age or older.

**Sec. 19-42 Multi family dwelling**

22. Current town standard: *A multi family dwelling shall contain no more than six dwelling units. On a site with more than one two family or multi family dwelling, each dwelling shall contain an average of four or fewer dwelling units.* Proposed for this contract zone: Multi family dwelling shall contain no more than 12 dwelling units per building with no per property limit on the number of 12-unit buildings.

**Appendix 7-1.C.3.b Located on land which must be filled or on land created by diverting a watercourse.**

23. Ordinance requires a 50-foot structural setback from wetlands greater than 4,000 square feet in size. We are requesting that this be reduced to 25 feet. (This affects 2 lots near the wetland crossing of the southerly Route 100 entrance) (We are interpreting this to allow us to fill approximately 100 feet of a 4 foot wide tongue of wetland that starts at one of the 4 apartment buildings but connects to a wetland larger than 4,000 SF. The proposed edge of wetlands will be approximately 90 feet from the building)

**Section 19-53 Height Restrictions**

24. The current height restriction limit is 2 ½ stories or 35 feet in height. We would like to change this to 3 stories and 39 feet (as allowed in the BP and MUC zones).

**Section 19-15 Route 100 Corridor Overlay District - Additional Standards item 8**

25. The minimum separation of principal buildings shall be the height equivalent of the taller building. We would like to remove this restriction. The homes will be restricted only by the building setbacks. We're not sure what the retail/commercial area buildings will be yet and some layouts may place them closer together than his section currently allows.

\* Changes requested by town staff.



**Comprehensive list of the Zoning Variations Requested for the Homestead Acres Project For Concept 22 plan**

**CH II-19-14 Village Mixed Use District (VMU)**

|   | <u>Current</u> | <u>Proposed</u> |
|---|----------------|-----------------|
| 1. Minimum Lot Width                                    | 150 feet       | 50 feet         |
| Minimum setbacks for residential lots:                  |                |                 |
| 2. Front  | 25 feet        | 10 feet         |
| 3. Side   | 15 feet        | 8 feet          |
| Minimum setbacks for Retail/Commercial lots:            |                |                 |
| 4. Front *  | 25 feet        | 0 feet          |
| Maximum setback for Retail/Commercial Lots              |                |                 |
| 5. Front *  |                | 20 feet         |
| 6. Section 19-64.2 Minimum Net Residential Area Per Lot | 5,000 sf       | 0 sf            |

If a building within the retail/commercial area also has a residence within it the Commercial setbacks shown above will apply.

**Appendix 7-5-E. Street Design Standards**

|   | <u>Current</u> | <u>Proposed</u> |
|---|----------------|-----------------|
| 7. Minimum Distance Between Intersections   |                |                 |
| on the same side:   | 300-400 feet   | 200 feet        |
| on the opposite side:   | 150-300 feet   | 200 feet        |
| 8. Collector Street Minimum Pavement Width *  | 34 feet        | 24 feet         |
| 9. Subcollector Street Minimum Pavement Width *   | 30 feet        | 24 feet         |
| 10. Local Street Minimum Pavement Width *   | 24 feet        | 22 feet         |
| 11. Minimum Right-of-Way Width (Collector/Subcollector)*  | 60 feet        | 50 feet         |
| 12. Minimum Right-of-Way Width (Local/Minor Local)*   | 50 feet        | 40 feet         |
| 13. Minimum Centerline Radius (Collector/Subcollector)  | 230 feet       | 150 feet        |
| 14. Minimum Tangent between curves of reverse alignment   | 100-200 feet   | 75 feet         |
| 15. Sidewalk width *  | 4 feet         | 5 feet          |
| 16. No Roundabout standards were found in the Falmouth ordinance. We're requesting the roundabout be allowed. |                |                 |

**Sec.19-69 Rate of Residential Growth**

17. Item 7 includes house lots restricted to an individual 55 years old or older. Since some houses will be under construction as spec houses if a growth permit was issued for that house and then it is deed restricted to an elderly housing lot that growth permit would be transferable to another lot within the subdivision.
18. We have included a declaration of Affordable Housing Covenants to be utilized for the "affordable housing" exception of 19-69-d-4.

**Appendix 7-1.C.3.b Located on land which must be filled or on land created by diverting a watercourse.**

19. Ordinance requires a 50-foot structural setback from wetlands greater than 4,000 square feet in size. We are requesting that this be reduced to 25 feet. (This affects 2 lots near the wetland crossing of the southerly Route 100 entrance and one lot near the tip of a wetland near the 3 lots south of the roundabout)

**Section 19-53 Height Restrictions**

20. The current height restriction limit is 2 ½ stories or 35 feet in height. We would like to change this to 3 stories and 39 feet (as allowed in the BP and MUC zones).

**Section 19-15 Route 100 Corridor Overlay District - Additional Standards item 8**

21. The minimum separation of principal buildings shall be the height equivalent of the taller building. We would like to remove this restriction. The homes will be restricted only by the building setbacks. We're not sure what the retail/commercial area buildings will be yet and some layouts may place them closer together than his section currently allows.

\* Changes requested by town staff.



## **Homestead Acres Staff Comment Matrix**

This is a compilation of the staff/public comments. The full comments and commentary is attached within this submission for further review.

### **Overall Project Design and Scale**

Sebago has provided a “Proof of Concept” Sketch 21 drawing showing what the current zoning will allow on the property. We have shown that 105 single family and 12 4-unit apartment will fit on the site. This totals the same shown on our concept 20 of the same date. This Proof of Concept is not a well-designed subdivision and has significant impact with several stream crossing and wetland fills. Our concepts 20 and 22 show a thoughtful design of the subdivision. We have significantly reduced stream crossings and wetland impact, reduced the total length of road roughly in half and significantly reduced the overall impervious area. We are providing three parks, open space, and trails that are not required within the current zone. This is a growth area designated by the town. The net residential calculations allow 151 units our concept 20A shows 156 units, and our concept 22 shows 119 units. The town has requested that we show mixed use commercial/retail/residential in the commercial lots which may increase the total residential unit count. The reduction of the net residential area will allow for a slight increase in the total number of lots. Concept 22 would not need the reduction of net residential units.

### **Traffic Summary**

Sebago has completed a revised capacity and queueing analysis to reflect optimized signal timing and phasing along the Gray Road (Route 100) corridor. This revised analysis shows an improvement over the previously submitted study, which did not include changes to signal timings. This study shows that the intersection of Gray Road and Leighton Road may have some movements which operate with unsatisfactory delay, which is considered Level- of- Service “E or F”. In order to accommodate the volume of vehicles on Gray Road with, signal timing is proposed to favor these movements, and subsequently provide less “green-time” to the Leighton Road approach. This results in the Leighton Road eastbound approach having some unsatisfactory operational conditions. All other approaches are shown to have satisfactory level-of-service.

All movements at the proposed site driveways are projected to operate with a satisfactory level of service. In addition, the need for a left turn lane at the proposed southern site driveway is warranted, and will need to be incorporated into the design of the MaineDOT Route 100 reconstruction project. Queue lengths of vehicles waiting to turn left into the new development are estimated to be minimal (less than 50 feet).

### **Natural Resource Protection (invasive species management, watershed protection)**

Sebago has designed the conceptual plans to minimize impact to the environment. We are only crossing the streams at 2 locations and are providing buffers from the residential units to the streams. The commercial Lot 1 improvements have been reduced to minimize the impact to the stream buffer in that location. The project will be reviewed by the Town, the Maine Department of Environmental Protection (MDEP) and the Army Corps of Engineers (ACOE) throughout the permitting process.

Invasive Species such as swallowwort, bush honeysuckle, bittersweet, multi-flora rose, and Japanese barberry have been found on the site. The Applicant has committed to an initial eradication program during construction and then to a multi-year treatment plan in coordination with the Town’s annual program.

### **Street Design and Layout (connectivity, landscaping, pedestrian circulation, street lighting)**

Staff are supportive of designing all of the project’s streets to accommodate parallel parking along the roadways. Specific street design may be either decided by the Council or the waiver authority be granted to the Planning Board to design appropriate complete streets. We request that the waiver authority be granted to the Planning Board as the engineering may need to revise specific design that has not been completed. The latest concepts submitted have added designated on street parking on both sides along Road B, the northerly entrance to Route 100, between Commercial Lot A and Park A.

As requested we are providing 2 access points to the Morrison & Sylvester property and one to the Bell Property. In addition, we are providing access to the Two Mountain Road LLC Property and to the W W W Inc (Harmons Hamburgers) Property. A landscape plan of the northerly entrance area around Park A, Commercial Lot A, the Roundabout and surrounding residential area has been included. Landscaping in the remaining residential area will be similar and reviewed during the planning board process. Sidewalks are proposed at least on one side of the street on all proposed roads within the subdivision. The trail system connects to the sidewalks as well as abutting properties and Marston Street.

### **Stormwater Management**

A conceptual stormwater layout has been provided which shows potential areas to provide attenuation and water quality treatment for the project. As the project will exceed the permitting threshold for a Site Location of Development Act Permit (SLODA), the project will meet or exceed the water quality and attenuation standards of the Maine Stormwater Law which has been developed to protect downstream water resources (Piscataqua and Presumpscot Rivers). During the detail design development, the project will be reviewed for the incorporation of LID (low impact design) measures and whether increased attenuation for project can be accommodated.

### **Wastewater**

A conceptual sewer layout has been provided and coordinated with the Wastewater Superintendent and the Town's consultant, Stantec, for the Route 100 improvements including sewer improvements. The project will install a gravity sewer system that connects to the Town's existing/proposed gravity sewer systems. It has been determined that the project will not contribute to the gravity/pumped system that was proposed for Route 100 and that the downstream pump stations at Mill Road and Leighton Road has adequate capacity for the project flows. Furthermore, the Town is currently addressing existing issues of downstream portions of the town system; addressing those existing issues, the Town's system will have adequate capacity for this project and some future development.

### **Rate of Growth**

Two options have been provided with this submission. We agree that if option 22 is chosen with the apartments removed the entry level would be the only addition to the growth cap. If option 20A is chosen with the apartments that the previously requested limits would still be needed.

### **Lot Design**

Sebago has worked with the Applicant, several town committees and Town staff to revise the setbacks to suit the proposed houses and limitations requested. Setbacks were revised to meet the towns request since the last submission.

### **Housing Types (variability, restrictions on entry price and occupancy)**

The town requested a mix of housing types with add duplexes and greater mix of locations of same types/price points, provide multiple floor plan options for each housing type, non-prominent garages. Seven different buildings designs are currently proposed outside of the commercial areas. Building plans have been included within this submission.

**Right/Title/Interest**

The project is compiled from several different parcels. There are purchase and sale agreements, and parcels owned by the applicants. There is an easement crossing the project near the south end that the applicant attorney is work on releasing. If the easement is not released a couple of lots will need to be relocated.

**Parks**

Although no parks are required within this zone we are proposing 3 parks within the project. We have met with PACPAC to review the locations, size and types of parks the Falmouth Parks Division would like to see within this project. Park A will contain: a playground suitable for ages 2-10; Picnic table(s); cleared open field area; seating; and landscaping. We will be dedicating Park A to the town after construction of the requested site features within the park. Park A will then be managed and maintained by the Falmouth Parks Division. The other two parks will be maintained by the Home Owners Association.

**Trails and Open Space**

We have worked with the CDC and LMAC to provide neighborhood trails and open space within and connecting to abutting parcels. The sidewalks and some of the trails will be designed to ADA standards. We have an agreement from the Maine Turnpike Authority to grant the town a license agreement for a trail connecting to Marston Street. Ownership of the trails and the open space they traverse will be vested in a homeowner's association.

**School Impacts**

Several comments have been made regarding the impact of this project to the resources of the community, especially to the schools. Nathan Poore has been working with the school to obtain a school enrollment study which should be available within the next couple weeks.

**Emergency Service**

Sebago has proposed the requested hydrants shall be no more than 500 feet from any lot. Public safety has noted that any increase in homes will add to the call volume.

**Mixed Use/Commercial Development**

The town requested multiple buildings within the mixed use/commercial area instead of one large building and large parking lot. We have added separate buildings for multi-story live-work units (office downstairs, live upstairs), with shared rear access/parking. Uses have not been determined and will change over time.

**Utilities**

All proposed utilities will be underground and will be shown on the design plans.

## Homestead Acres comment categories and comments November 17, 2017 Staff Notes by Amanda Stearns

Sebago Technics responses included for December 6, 2017 submission in Green below.

### Color coded responses:

- Original staff comments
- Responses by Amanda Stearns
- Responses by Sebago Technics, Inc.

**NOTE:** I have added some comments in various places and combined comments where obvious.

### Overall Project Design and Scale

1. Linda Dyer and Holly Galante (public) are concerned about the scale of project.

Applicant noted that they are looking for input from the Council on whether or not the apartment units in their current configuration should stay on the plan. They are considering reducing the overall project from 155 to 125 or so and adding two-family throughout the single-family lots.

We have provided 2 different concepts for the Councils review. The Apartment Concept 20A and Concept 22 with the 4 12-unit apartment buildings removed and 7 duplexes added. Concept 20A has 156 units while Concept 22 has 119 units. Note that future residential units within the commercial lots are not included in either concept provided as those lots are conceptual only. Town staff requested that residential be a component of the commercial lots.

### Natural Resource Protection (invasive species management, watershed protection)

2. The Concept Sketch Plan indicates the presence of streams on the development site. Section 19-71 of the Zoning and Site Plan Review Ordinance requires that a 50-foot no-cut buffer and 75-foot setback be provided around streams for certain types of development, however, these buffer and setback provisions would not apply to this development because it is not located in a residential district. Staff recommend that these stream protection provisions be incorporated into the contract zone and note that the development, as conceptually designed, already seems to site the project's building envelopes in a manner that complies with these buffer and setback standards. Tom McKeon would like to see requirements imposed for stream buffers. Provide robust buffer and no-cut zone areas adjacent to water courses, wetlands, etcetera. To protect water quality, Jay Chace believes that the project should provide stream buffers as would be required by ordinance if this project were located in a residential district.

Applicant commits to meeting the 50 foot no cut buffer and 75-foot structural setback for all streams with the exception of street crossings.

Question – what about Stormwater retention areas. Can they be designed to avoid encroachment?

We are striving to meet the buffers within the entire residential lot area except at stream crossings. The commercial area due to the close proximity to the small stream may have difficulty meeting this buffer. The

stormwater areas are not designed and outlets or other features may need to be within the buffer areas. We are requesting a reduction of the buffer within stormwater areas and the commercial lots.

3. Invasive Species: Much of this property is heavily infested with invasive plant species, including swallowwort, bush honeysuckle, bittersweet, multi-flora rose, and Japanese barberry. Disturbance of the land when doing the site work required will likely spread these plants to other locations. Ideally, the area would be treated before the site work begins to kill as many of these plants as possible. This would best be done by a professional control company, probably following tree removal but before the site work begins.

Applicant will commit to an initial eradication program during construction and then to a multi-year treatment plan in coordination with the Town's annual program. Agreed.

4. Preserve the rural character of that part of Town: Because the mission of the Falmouth Conservation Commission is to protect and conserve the natural resources of Falmouth, including its rural character, the FCC strongly suggests that the Planning Board evaluate the project's impact on the rural nature of that area of Town, the loss of habitat, the loss of open space, and the potential loss of biodiversity. It agrees with the suggested park plan to incorporate as much green space as possible.

Our plans provide open space around the entire development area as well as 3 pocket parks. The open space and parks are not required under the current zoning.

5. Use only non-invasive plant species: The Falmouth Conservation Commission recommends that if there are any landscaping plans associated with development for common areas, only non-invasive plant species, and preferably native plant species, be used for these landscaping areas. The FCC agrees with the proposal that a professional control company be hired to minimize the invasive species before the site work begins.

Applicant commits to use native species for all landscaping as well as restricting plantings on individual lots to native species. Town referred applicant to the Shade Tree list adopted for the VC Districts. Agreed.

6. Address the problem of ticks: In addition to reducing invasives such as honeysuckle and barberry that harbor ticks, consider having a three-foot-wide bark or mulch barrier around the woods and a nine-foot zone inside with no shrubs or trees. All playgrounds and picnic tables would be located inside both perimeter paths.

Applicant agrees to be mindful of this during park design. Agreed.

### **Street Design and Layout (connectivity, landscaping, pedestrian circulation, street lighting)**

7. Staff are supportive of designing all of the project's streets to accommodate parallel parking along the roadways. This will serve multiple purposes, including minimizing impervious surfaces associated with off-street parking needs, enhancing a pedestrian-oriented neighborhood feel, and promoting traffic calming.

Specific street design may be either decided by the Council or the waiver authority be granted to the Planning Board to design appropriate complete streets. It was recognized that certain areas of the streets will be conducive to on street parking. On-street parking (both sides) will be provided for the entry street off Route 100

to serve both the commercial and park development. It was pointed out by PW that when streets become public there are winter parking bans and it is recommended that all parking required by zoning be off-street. We request that the waiver authority be granted to the Planning Board as the engineering may need to revise specific design that has not been completed. The latest concepts submitted have added designated on street parking on both sides along Road B, the northerly entrance to Route 100, between Commercial Lot A and Park A.

8. Additionally, to further the goals above, staff are supportive of allowing for reduced roadway widths. Staff note that the two internal street segments that serve only the single-family portions of the development are unlikely to accommodate much through traffic and only serve  $\pm 35$  lots (in the case of the longer street segment) and  $\pm 10$  lots (in the case of the shorter street segment). Staff are supportive of designing these streets to a minor local standard with 22 feet of travelway width. With respect to the project's two main road segments, staff would be supportive of utilizing a 24 foot travelway width if accommodation is made for on-street parking. Pavement Widths: Staff is supportive of the request to lower the pavement widths for both collector and sub-collector streets. Furthermore, Staff would be supportive of additional reductions in pavement widths as low as 24-feet for the collector roads, and 22-feet for the sub-collector roads (assuming the 5-foot shoulders would be the area utilized for any potential on-street parking).

See above. Applicant was directed to Keene NH complete street manual for ideas on various configurations of a street profile.

The proposed zoning reflects the requests of Town Staff for the minimum roadway widths.

9. In light of the unique nature of this project, and in light of the flexibility granted during the contract zoning process, staff are amenable to allowing for consideration of a reduction in right of way width down to 40 feet for the two smaller internal subdivision streets if narrower street dimensions are utilized. This will allow for a more efficient use of land and will allow for a more pedestrian-oriented neighborhood feel with homes allowed to be sited closer to the street.

The proposed zoning reflects the requests of Town Staff for the minimum right of way width.

10. Staff recommend that the approval provide accommodation for three potential future street connections. This will provide several benefits, including the potential for improved access management and safety along Route 100, improved bicycle and pedestrian mobility, improved emergency access, and creation of a pedestrian-oriented neighborhood street grid. In evaluating the preliminary site attribute information submitted, including topography and wetlands data, it appears as if provision could be made for future street connections in the following three areas:
  - A connection to the N/F Morrison & Sylvester property in the area east of the house lot labeled #70;
  - A connection to the N/F Morrison & Sylvester property in the area near house lot #81;
  - A connection to the N/F Bell property in the area near house lot #101 directly opposite the proposed internal street intersection.

McKeon (PB member) recommends requiring additional street connectivity as raised in staff review memos.

These connections could be accommodated simply with the reservation of a 50-foot-wide area that could be part of the project's open space until such time as the need for the future connection is realized. Staff recommend that public access be provided over the project's roadways to realize the full

benefits of the project's street connectivity, to provide public access to the project's open space and park, and to allow abutting properties that might redevelop the ability to tie into the project's roadway network.

Applicant pointed out the connections proposed. Staff agree with the two as shown on the plan but request that a third be added to allow interconnectivity between the southerly entry street and potential new development on the Portland Truck site. This could be accomplished by an access easement rather than a dedicated right of way. Applicant agreed that the current design would include eliminating the 106 Gray Road curb cut on Route 100.

As requested we are providing 2 access points to the Morrison & Sylvester property and one to the Bell Property. In addition, we are providing access to the Two Mountain Road LLC Property and to the W W W Inc (Harmons Hamburgers) Property.

11. To better comply with ADA considerations, staff recommend increasing the sidewalk width to a minimum of five feet. Staff recommend the sidewalk width be increased from 4-feet to 5-feet throughout the project. This is for better consistency with Town practices and ease of maintenance.

Applicant agreed. Agreed

12. Staff recommend that pedestrian lighting be provided along the development's street network. Staff recommend requiring attractive LED fixtures at low, pedestrian-oriented mounting heights with the lowest levels of illumination necessary to support both nighttime safety and aesthetic goals. A lighting plan be submitted for the next review. With regards to lighting:
  - o Staff would recommend designing a low level, pedestrian-scale, energy efficient lighting system.
  - o Review and consider lighting options (poles/fixtures) that are being selected for the Town's Route 100 reconstruction project, for design and aesthetic consistency.
  - o Providing overhead street lighting only at key intersections (as needed).

Applicant agrees to coordinate lighting fixtures to match Town specs. Applicant will place suggested locations of street lights on the next plan revision. Staff concur that lighting should be for travel safety, both pedestrian and vehicular but need only occur at intersections or curves where visibility is limited. Lighting along the commercial entry road will be more similar to the Route One lighting. Staff offered the name of RealTerm Energy, the consultant for the town.

As requested we have added the proposed lighting to the plans in this submission. Lights along Road B between Commercial Lot A and Park A will be placed with an 80-100 foot spacing. Lights throughout the residential area will be placed at road intersections.

13. Right-of-way widths: In addition to narrower street widths, Town staff would also entertain the possibility of 40-foot right-of-way widths for the sub-collector roadways. This may provide some design flexibility and improved lot configurations/sizes for the applicant.

Applicant noted that all streets are shown at 50 ROW width. Will explore if they can be reduced.

The proposed zoning reflects the requests of Town Staff for the minimum right of way width (see item 9). Right of way widths will be determined in the engineering design with the Planning Board.

14. Minimize impervious cover by reducing the amount of parking spaces.
  - o Staff would support lowering the parking requirements as low as one-space per unit (staff suggestion: consider 1.5 spaces per unit) for the multi-unit development area.

- Staff would support increased compact parking spaces.
- Staff would support shared parking spaces in order to lower the total impervious surface. In particular, the shared parking for the park, Harmon's, and the proposed development shown in Phase "2-D"
- Staff would support on-street parking to offset on-site parking.
- As previously mentioned, staff would support narrower roadway travel lanes.

Applicant agrees.

The onsite parking will need to meet the parking criteria, see item 7 regarding winter parking bans.

15. Staff recommend a landscape plan be submitted for the next review.

Applicant agrees will be included in street design details.

A landscape plan of the northerly entrance area around Park A, Commercial Lot A, the Roundabout and surrounding residential area has been included. Landscaping in the remaining residential area will be similar and reviewed during the planning board process.

16. Staff is supportive of the request that the minimum separation distance (between intersections) be lowered from 300-feet to 200-feet.

Staff recommend noting exactly on the plan where the variation is required and only requesting the actual amount needed in each location.

The spacing is currently required for the separation between Road B and Mill Road along Route 100, as well as Road C to Road A along Road B near the hammerhead turn around. Slight changes may be made during the engineering process so the exact numbers needed are not being provided this point. The 200 feet requested will be maintained.

17. Street design: narrower streets, add bike lanes to the main street, provide sidewalks on both sides of street, curbing/closed drainage system, grassed esplanades with trees, locate all possible future road connections to adjoining parcels/reserve space for those connections (We recognize that some of these suggestions may be financially impractical and not possible in order to maintain affordable housing price points. However, these suggestions should be explored to see if there are financially reasonable options.)

Applicant and staff agreed that separate bike lanes are not appropriate for the traffic level on the internal streets. Also, the applicant noted they will ask to have the eyebrow removed as it causes for more street to be constructed and makes circulation difficult in that area.

The plans reflect the removal of the eyebrow which provides for a larger Park C and reduces traffic circulation issues in that area. Engineering will be reviewed with planning board regarding curbing locations.

18. Walkways: Provide more internal and external pedestrian connectivity. Tom McKeon would like to see this project's sidewalk network tie into sidewalks on Mountain and Gray Roads.

Sidewalks are proposed at least on one side of the street on all proposed roads within the subdivision. The trail system connects to the sidewalks as well as abutting properties and Marston Street.

## Stormwater Management



19. The Concept Sketch Plan does not provide any indication as to how stormwater is proposed to be managed. The Subdivision Ordinance requires that a project attenuate peak post-development flows, however, constructing large detention facilities is not always possible or desired in the context of a more urban/village/neighborhood setting. Staff would be amenable to considering allowing flexibility from the Ordinance's requirements for attenuation if the applicant were to provide robust stormwater quality measures and if the applicant can document how stormwater will be managed in a way that results in no negative off-site or downstream drainage impacts.

Applicant will show areas noted for possible retention areas on the next plan revision and call them out separate from the open space.

Conceptual areas for possible stormwater retention and treatment areas have been added to the plans. The site engineering will be reviewed by Maine Department of Environmental Protection (MDEP), the Army Corp of Engineers (ACOE) and the Planning Board.

20. Downstream impacts (receiving areas: Culverts, open waterways, etc.) should be evaluated in the next stormwater review.
  - a. Although water 'quantity' is important, Staff may support a waiver of the attenuation requirements (pre and post runoff rates), and in exchange, more emphasis on water quality.

All agreed that using the water quality measure as a top priority for runoff treatment was favored. Where possible attenuation for a 100-year storm should also be provided.

In order to minimize development areas and maximize the retention of natural areas, the areas for stormwater attenuation have also been minimized. The project will meet the attenuation for the water quality and 25 year event to meet the requirements of the Site Location of Development Act (SLODA) standards. The design will be examined to see if attenuation for the 100 year storm can be accomplished without significant addition impact to the development.

21. Provide a series of Low Impact Development (LID) options, such as pervious pavement/pavers, grass-pavers, on-street bio-swales, green roofs, and/or other water quality measures that the design team recommends.

During the preparation of detailed construction drawings for the project, the use of LID options will be examined and used wherever possible.

22. Protect the Piscataqua and Presumpscot Rivers: Please assure that the outflow from this project will not adversely affect the Piscataqua River watershed and thus the Presumpscot River. The proximity of the proposed units to wetlands, as well as to steep slopes, makes the potential for erosion and possible transportation of sediments into the adjacent wetlands of some concern. In addition, please reduce the size of the off-street parking lots and the number of parking spaces as much as possible to minimize impervious surface areas. Members of the public are also concerned with stormwater runoff.

As the project will be reviewed as a SLODA project, the project will meet the water quality and attenuation requirements of the Maine Stormwater Law which have been developed to minimize water quality and flow impacts from development. The project will use sediment barrier BMP's during construction which will remain in place until final stabilization has occurred. Any slopes will be stabilized using erosion control mat to promote the growth of permanent vegetation on the slopes. The framework for the development was based on minimizing impervious areas for the project.

## Off-site Traffic Impacts

23. The applicant notes that a traffic movement permit (TMP) is required for this project. In the applicant's submittal, they have stated that "the development will require a TMP before Phase 2 can be constructed. Given the fact that the Town is completing the design for a multimillion-dollar road reconstruction project on Gray Road, for which:
- The Town is partnered with MDOT to perform,
  - MDOT is reviewing and approving the roadway design,
  - The project will be constructed in 2018,

It is recommended that the traffic movement permit be required much sooner than indicated in the submittal. This will ensure that both projects are planned, coordinated, and constructed correctly for both parties (Town and Developer).

Applicant stated that they are beginning this process. All agreed that the coordination of all off-site transportation improvements is imperative.

We're coordinating with the towns consulting engineer, Stantec, as well as MDOT and the town on what will be required for offsite improvements.

24. Jamie Kelly is concerned about the project's traffic impacts and said it would be nice to see the results of a traffic study to understand those impacts. Out of deference to the abutters, he questioned whether the project needed access to Mountain Road. Tom McKeon believes the street connection to Mountain Road is important but should be done safely and in the right location. Alan Fitzgerald does not like the street access to Mountain Road. Jay Chase would like to preserve the ability to look at levels of service with respect to traffic impacts at area intersections farther afield from the project but which might be impacted by this project. Rich Jordan and Tom McKeon are also concerned with the project's traffic impacts. Members of the public are concerned about the increase in traffic.

The updated traffic study with review comments from the towns consulting traffic engineer are included within this submission.

## Wastewater

25. Any impacts or deviations to, or from, the West Falmouth Sewer Master Plan and downstream impacts should be detailed and considered.

We have worked with the Town and its consultants relative to the proposed sewer improvements for the Route 100 project, the Town's existing system and the accommodation of sewer flows from the project. Sewer flows for the project are intended to be by gravity sewer from the site to the Town's system. Part of the flows will go to the existing Mill Road pump station and the remaining flows to the Leighton Road pump station. Based upon review by Stantec, the Town's consultant, these flows are able to be accommodated without modifications to the two pump stations. Downstream of these two pump stations, the Town is currently in the process of upgrading the Town system to deal with existing issues; it is our understanding that by addressing these issues, the Town's system will have adequate capacity for this project and some future development.

26. An agreeable conceptual sewer plan should be developed that encompasses the abutting corridor and meets future needs.

The conceptual sewer plan is attached with this submission and has been reviewed with Pete Clark, the Town's Wastewater Superintendent, and Stantec, the Town's consultant, for the Route 100 project and site sewer improvements.

27. Future expectations for town maintenance of sewer within the development should be considered and approved.

As stated above, the sewer system within the project is expected to be a gravity sewer system. This system will be placed with the project's rights-of-way for ease of maintenance.

28. Financial considerations, whether obligations or allowances on, or to, the developer or others, for sewer connection fees, adjoining sewer extensions, necessary upgrades, or down-stream improvements should be considered and agreements established.

Applicant will work separately from this review committee with Wastewater to develop a design and cost analysis, including separating costs that might be part of the Route 100 project that solely benefit this project. All agreements on fees, design and financial contributions will be part of the contract zone agreement.

As stated above, the conceptual sewer plan has reviewed with the Wastewater superintendent and the Town's consultant and it has been determined that the project will not impact the gravity/pumping system proposed for Route 100.

### **Rate of Growth**

29. It is recommended that the Town closely review the Growth Permit Application data to make sure that the requested additional exceptions, the CDC findings, the Town's Comprehensive Plan, and the draft contract zone language, are all consistent with one-another.

30. Jay Chace requested that the Council make sure it understands the impacts of relaxing the growth cap for this project to ensure there will not be an undue burden on the Town's resources. Rich Jordan stated that the Council should fully consider the proposed relaxation of the growth cap and the resulting impacts to the town's resources.

Applicant offered that most of the market will be 55+ head of household and entry level. They believe that if the multi family is removed and that these two types of housing are exempt, they can stay within the current cap. The applicant will research the federal Housing for Older Persons Act to see if they can meet the current exemption. That would leave entry level as the only addition to the growth cap categories.

Two options have been provided with this submission. We agree that if option 22 is chosen with the apartments removed the entry level would be the only addition to the growth cap. If option 20A is chosen with the apartments that the previously requested limits would still be needed.

### **Lot Design**

31. The CDC findings and recommendations allow for reduced structural setbacks down to 15 feet in the front and down to eight feet for side and rear setbacks. To support the pedestrian-oriented neighborhood design objective, and to provide more opportunity for private and usable back yard space, staff support allowing for reduced front setbacks down to 10 feet for streets with a 40-foot-wide right of way, and down to five feet for streets with a 50-foot-wide right of way.

The setbacks have been revised as requested by the town to reduce the front setback to 10 feet and increase the rear setback to the 15 feet that the current zoning requires.

32. Staff is supportive of the proposed revisions to minimum lot width, maximum lot coverage, and the request for 'zero-foot setback for retail/commercial uses'.

Agreed.

33. Tom McKeon wants to preserve the ability to review the project's impacts to the Gray Road viewshed.

Applicant and staff agree that a 0-20 setback for the mixed-use frontage is appropriate and that no parking be allowed between the building and the street. Landscaping requirements for parking adjacent to the sidewalk would be similar to that required in the VC1 district.

Add restriction that dwelling units or garages on different lots must be a minimum of 20 feet from each other. The building setbacks themselves are 8 feet. The building overhangs are typically 1 foot so the foundations would need to be at least 18 feet apart. We feel that the requested 8-foot side setbacks are adequate and that the further restriction of building separation is not needed.

Applicant will review coverage and see if coverage needs to be modified.

The request for the percentage of coverage to be increased from 35% to 40% has been removed.

Applicant will review request for rear setback reduction given that the current ordinance allows for "Storage sheds and children's play structures that are accessory to a residential use may be located in a rear or side setback provided that they are not more than one hundred (100) square feet in area and not exceeding ten (10) feet in height."

Rear setback reduction has been removed and the current ordinance 15 feet will be used.

Applicant will analyze need for NRA per lot needs to be modified.

Removal of the NRA per lot is being requested.

### **Housing Types (variability, restrictions on entry price and occupancy)**

34. Residential variability: Provide mix of housing type add duplex, greater mix of locations of same types/price points, provide multiple floor plan options for each housing type, non-prominent garages, incorporate alleys for rear garage access, use porches (important part of streetscape), besides min. setback, have also maximum setback to locate house close to street (for comfortable sense of scale to the street), define edges of lots with low fencing, walls or landscaping, treat corner lots with even greater architectural emphasis and care

Seven different buildings designs are current proposed outside of the commercial areas. Building plans have been included within this submission.

35. Jay Chase believes that the three-year sunset provision for the affordable housing component is too short. He would like to see this sunset timeframe eliminated or extended, even if it were in a graduated form.

Applicant has stated that they may present an option to the Council that removes the 12-unit apartment buildings and includes the placement of two family units with the single-family units.

Applicant agrees with having multiple house designs that provide diversity in housing design to avoid a homogeneous housing stock.

Applicant agrees to offer solar package as an option for the dwelling units.

The sunset provision is needed to allow homeowners to improve their homes without the cap that they would not recoup the cost if they sell.

### **Right/Title/Interest**

36. The Existing Conditions Plan shows a 40-foot-wide easement running through the project site from Gray Road to the Maine Turnpike. Since the applicant is proposing to site house lots over this easement area the applicant should provide documentation indicating rights to use this easement area for the proposed purposes.

Applicant stated that they are still working on the release of this easement. If it is not released it would affect the location of several lots.

Agreed, we're still working on the release.

### **Parks**

37. The committee unanimously agreed that only one of the three areas {the "park" space adjacent to the proposed parking area and abutting the current Hotham house lot) was suitable for a town park which would be designed in cooperation with the Director of Parks & Community Programs, Parks Supervisor and the developer.

The proposed town park A is included within the attached landscape plan.

38. The cost of the park development should be borne by the developer including all park amenities.

Agreed

39. On-going maintenance of this space could be, in whole or in part, managed by the Falmouth Parks Division.

Park A will be granted to the town and managed by the Falmouth Parks Division from that point. Parks B and C will be maintained by the Home Owners Association.

40. This space should be developed and maintained as a public park in a manner that is consistent with the other small pocket parks in the town.

Agreed. Park designed in coordination with Lucky D'Ascanio, Director Falmouth Parks and Community Programs.

41. An additional sidewalk could be placed at the eastern edge of the parking lot

Sidewalks are shown on the attached plans as requested.

42. Suggested features and amenities from PACPAC included:

- a. Playground suitable for ages 2-10 years old
- b. Picnic table(s)
- c. Cleared open field area
- d. Seating — benches or stone walls
- e. Barrier to demarcate the border between the park and adjoining private land (Hotham retained lot)
- f. Intermittent rock walls, benches, berm with plantings

Applicant and the town staff agree that the final design of the park and the equipment will be approved by the Parks and Community Programs Director, Lucky D'Ascanio.  
Agreed.

### Trails and Open Space

43. Staff support the CDC's recommendation to require the applicant to explore all means to effectuate a pedestrian connection from the proposed development to Marston Street to the south of the project, either along the old Interurban railbed, along the Turnpike right of way, or other options. Trails: Staff agree with the CDC's findings, and recommends that, the applicant pursue a pedestrian/trail connection to Marston Street.

Staff emphasized the importance of this connection and suggest the applicant pursue the purchase of a strip of land on the most westerly lot abutting their land. NOTE: perhaps the applicant could offer a land swap to increase the overall size of the Marston street lot.

The Maine Turnpike Authority has agreed to grant the town a trail license to connect the project property to the end of Marston Street. This has been added to the plans.

44. Open Space: Staff is supportive of the CDC's findings, and recommends that, LMAC review the open space design.

Applicant is to remove any areas where Stormwater retention areas are to be located. These areas should be highlighted in some manner on the plan to differentiate them from open space.

The potential stormwater areas have been added, but are conceptual at this point.

45. Context: These trails should be thought of as neighborhood trails. Although open to the public, the primary users are likely to be area residents as places to get out into nature, walk their pets, or get some exercise. They are unlikely to be destination trails that will attract outside users.

Applicant agrees. Agreed

46. Ownership: Ownership of the trails and the open space they traverse should be vested in a homeowner's association. That association would be responsible for managing the open space areas, maintaining the trails, and controlling invasive species. The town should not have any management responsibility for these functions. The developer should be responsible for actually building the trails.

Applicant and the staff agree. Agreed

47. Management Responsibility: Along with ownership, the Homeowners Association should also be responsible for the ongoing maintenance of the trails and open spaces, including invasive plant control. This requirement should be written into whatever controlling document(s) are produced (deed, easement, HOA charter, etc.)

Applicant and staff agree that the developer will grant a trail easement to the town and a separate maintenance agreement be executed that transfers to the HOA, outside of the HOA documents. Agreed

48. Trail Location: Trails should not be located along the Turnpike boundary unless absolutely necessary given the close proximity to both the roadway (very noisy) and the proposed house lots.

Applicant and staff agree that the revised trail locations to avoid trails along the turnpike is unacceptable and have agreed that the applicant will work with LMAC members to design and locate trails. Agreed

49. Accessibility: Wherever possible, the trails should be graded and surfaced in a way that allows for people with disabilities to use them. The former Inter-Urban rail bed has great potential in this regard. Surfaces should be firm enough to support wheelchairs, baby strollers, or people using walkers.

Applicant agrees that the majority of the inter urban will be designed for ADA accommodation.

50. Connections: If possible, connecting trails to both Marston Road and Mountain Road should be established if the abutting private property owners agree. Those connections would likely be made at the end of Marston Road and through the Baptist Church property on Mountain Road.

Applicant agrees to pursue a ped connection through the church property to Mountain Road. Staff suggest that it be paved. Marston Street addressed elsewhere.

A trail to the church property is proposed, the easement will be discussed with the church for access to Mountain Road

51. Open space: Use open space as intentional, structural design element to shape the neighborhood experience: create mini eye brow open spaces, small greens as focal points to frame or terminate views, locate neighborhood park in more central location with houses fronting it, provide recreational facilities, community garden areas, small sitting areas

Applicant will be requesting that the eye brow landscape area be removed as it creates a confusing traffic pattern, adds impervious surface to the project and does not provide meaningful area for recreational use. If the option with apartments is chosen a community garden area will be provided in that area. Otherwise homeowners can garden on their individual properties.

### Noise Impacts

52. Buffering/Noise Impacts/Lot 'Quality' along Turnpike: Staff is recommending that the applicant and the planning board review the buffering along the Turnpike to ensure that new house lots are not negatively impacted by sound, lighting, etcetera.

Applicant and staff recognize that the turnpike noise will be a condition that affects the marketing and sale of the lots, much like other similar developments that abut the turnpike, I295 and the turnpike spur. Agreed

## School Impacts

53. Jason Cole and Tom McKeon are concerned about the impact of this project to the resources of the community, especially to the schools which are already crowded. He said there are a lot of different people competing for limited resources within the community. This project is in a growth zone but growth in town still needs to be managed.
54. David Murdoch (public) asked the Council to consider Westbrook's experience with needing to construct new school additions to accommodate rapid growth.
55. Members of the public are concerned about overcrowding of the schools.

Nathan Poore informed the applicant that the school enrollment study should be available within the next couple weeks or so.

We look forward to reviewing the school report.

## Emergency Service

56. We would need hydrants all throughout this development (usually 500-ft apart).

As shown on the plans the hydrants shall be no more than 500 feet from any lot.

57. We at least want to point out that 150 households will add to our call volume. Not sure how much, but it all adds up.

Agreed

## Mixed Use/Commercial Development

58. Mixed use area: Instead of one large building and large parking lot, create small lots for multi-story live-work units (office downstairs, live upstairs), with shared rear access/parking, consider day care, coffee shop at corner.

Applicant agrees to modify the mixed use area design and has suggested that it be rezoned as part of the Route 100 work. Staff suggest that in any scenario, the development be tied to the contract zone.

The concept for Commercial Lot A has been revised to separate buildings, reduce parking and increase landscape/green spaces.

## Coordination with Route 100 Town Infrastructure Plan

59. As noted earlier in these review notes, one of the items missing from this submittal is the submission of a traffic study. In light of the Town's impending Route 100 reconstruction and infrastructure project bordering the project site staff recommend that the full traffic study be provided, as required, at this time. A traffic study will help inform roadway design, for both the project's internal roadways and for Route 100, and will help inform what, if any, off-site improvements might be required as a result of this development project. Having this information ahead of time will allow the Town the ability to coordinate its Route 100 infrastructure improvements with this development's improvements. Given the



size and nature of this project, the Board would typically have a third-party traffic engineer review the traffic study.

The Traffic Study was submitted with the last application and the town hired a consultant to review. We have included the review comments with this submission.

60. Because the applicant has not applied for, or obtained a traffic movement permit for this project, it is not known what off-site improvements will be required by MDOT to facilitate the buildout of the proposed development.
61. The Town should consider a financial contribution towards these improvements. It should be noted that a typical development under current zoning and Planning Board Review would be required to pay for 100% of the required off-site improvements. It should also be noted that the Route 100 project has some financial challenges that could be partially mitigated by offsetting these costs.
62. The application does not appear to make any reference of the left-turn lane in the traffic impacts study or the design plans. Currently, as part of the Route 100 Reconstruction Project, a left-turn lane is included in the Town/State project to accommodate the northern entrance to the development on Route 100. According to the Town's Engineering Design Consultant, the cost of the left turn lane is approximately \$391,000.00. It is recommended that any financial arrangement associated with the left turn lane should be included and acknowledged within the contract zone language. The left turn lane design has not been designed based on any traffic data, impact study, movement permit, or other traffic analysis.
63. Therefore, the design and related costs may need to be changed based on the conclusions of MDOT's review/approval of a permit. Revising the Route 100 design could result in additional delays with regards to the project's right-of-way acquisition and construction phases. The Town will need to determine how best to proceed with both the developer's project and the Route 100 project, so that the designs are fully integrated with one another.
64. John Winslow (public) is concerned that this project will further delay the much-needed Route 100 reconstruction project.

Applicant and staff agree that coordination is necessary and that the applicant will initiate the TMP process immediately.

The Traffic Movement Permit (TMP) is in progress and will be reviewed with the town during the process.

#### **Utilities**

65. Staff assumes that underground power, per the subdivision ordinance, will be proposed/shown in subsequent submittals.

Applicant acknowledged that they are continuing conversations with Summit Gas to serve the development.

Agreed that utilities will be underground and will be shown on the design plans.

#### **Process**

66. Staff recommend making clear, through plan notes and other means, that the Concept Sketch Plans should be considered conceptual and for illustrative purposes only and subject to change during Planning Board subdivision and site plan review. This will allow both the applicant and the Planning Board the flexibility to make changes to the project layout based on the more detailed site specific information that will be gathered during later design stages.

The conceptual note is shown in the lower right corner near the title block.

67. It would seem appropriate to add a condition that requires an additional sketch plan review meeting be held if the project design changes in a material way between this Formal Review and the adoption of the contract zone by the Council.

If the change is significant an additional sketch plan would be warranted.

68. Staff supports the CDC finding to have PACPAC review the park design and make a recommendation to the Council regarding Town acceptance.

The park is being reviewed by PACPAC and we agree that they should make a recommendation.

69. Julie Porter (public) is exploring having portions of the area designated for historic preservation.

We look forward to her findings.

70. It does not appear that the application provided a narrative or response to the July 25, 2017 review memo provided by both Amanda Stearns, Former Community Development Director, and [Jay Reynolds, Director of Public Works].

The last submission addressed these comments and it is our understanding that all town comments have been included within this memo.

The applicant requested that town staff draft the zoning agreement at their expense. It is recognized that legal will be involved and that additional funds may be required.

Agreed.

## Memorandum

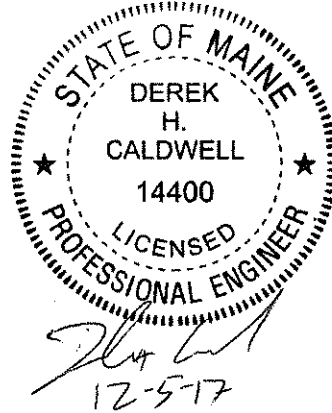
16137-01

**To:** Amanda L. Stearns  
Land Use Policy Specialist  
Town of Falmouth

**From:** Derek Caldwell, P.E.

**Date:** December 5<sup>th</sup>, 2017

**Subject:** Homestead Farms Contract Zone Traffic Peer Review  
Response to Comments



We are in receipt of the traffic peer review comments by TY Lin International for the subject project dated November 10, 2017, relevant to the previously submitted Traffic Impact Study dated September 22, 2017 and Conceptual Sketch dated October 6, 2017. This memo provides responses to the provided comments. The reviewer comments are shown in bold text and our responses in italics.

- 1. The project is estimated to generate 142 vehicles entering and exiting during the Weekday AM peak hour and 159 vehicles entering and exiting during the Weekday PM Peak hour. The estimate was based upon data from the publication Trip Generation, Institute of Transportation Engineers. I find the estimate and methods to be reasonable.**

*Noted, no further response needed at this time.*

- 2. The projected trip generation estimate would require a MaineDOT Traffic Movement Permit.**

*A Traffic Movement Permit (TMP) will be applied for once the buildout of the development is finalized.*

- 3. The Traffic Study intersection analysis was based upon traffic counts conducted in 2014. For the purposes of the Contract Zone analysis, I find the 2014 data to be acceptable. I would note that traffic counts would likely need to be updated in conjunction with the MaineDOT Traffic Movement Permit.**

*Updated traffic counts will be completed as required during the TMP application process.*

4. Trip distribution for site trips was based upon existing traffic volume information and I find it to be reasonable.

*Noted, no further response needed at this time.*

5. A capacity analysis was conducted at the Gray Road/MTA Exit 53/Hannaford, Gray Road/Leighton Road, Gray Road/Mountain Road/Falmouth Road intersections. The following summarizes my specific comments:

- Gray Road/MTA Exit 53/Hannaford – This intersection is projected to operate at acceptable overall levels of service with the northbound Gray Road approach operating poorly during the PM peak hour (both with and without the proposed project). This location would be included in a MaineDOT Traffic Movement Permit study and would likely be required to investigate mitigation strategies to address the substandard level of service conclusion noted in the analysis. The Town could either wait for the TMP process to take place or seek an understanding of possible mitigation improvements at this time for contact zone approval considerations.

*We have completed a revised capacity analysis to include the optimization of signal timings for the study area intersections. The following table shows the result of this analysis for the intersection of Gray Road/MTA Exit 53/Hannaford.*

| Gray Road at MTA Exit 53/Hannaford |                  |     |               |     |                 |     |               |     |
|------------------------------------|------------------|-----|---------------|-----|-----------------|-----|---------------|-----|
|                                    | 2022 AM No-Build |     | 2022 AM Build |     | 2022PM No-Build |     | 2022 PM Build |     |
|                                    | Delay (s/veh)    | LOS | Delay (s/veh) | LOS | Delay (s/veh)   | LOS | Delay (s/veh) | LOS |
| <i>Exit 53 EB LT</i>               | 26               | C   | 34            | C   | 70              | E   | 43            | D   |
| <i>Exit 53 EB TH</i>               | 35               | C   | 34            | C   | 30              | C   | 29            | C   |
| <i>Exit 53 EB RT</i>               | 5                | A   | 5             | A   | 5               | A   | 5             | A   |
| <i>Hannaford WB LT</i>             | 25               | C   | 36            | D   | 24              | C   | 24            | C   |
| <i>Hannaford WB TH</i>             | 41               | D   | 61            | E   | 47              | D   | 51            | D   |
| <i>Hannaford WB RT</i>             | 22               | C   | 40            | D   | 32              | C   | 27            | C   |
| <i>Gray Rd NB LT</i>               | 34               | C   | 47            | D   | 93              | F   | 50            | D   |
| <i>Gray Rd NB TH</i>               | 17               | B   | 19            | B   | 71              | E   | 25            | C   |
| <i>Gray Rd NB RT</i>               | 6                | A   | 8             | A   | 50              | D   | 13            | B   |
| <i>Gray Rd SB LT</i>               | 19               | B   | 18            | B   | 27              | C   | 21            | C   |
| <i>Gray Rd SB TH</i>               | 31               | C   | 27            | C   | 35              | C   | 27            | C   |
| <i>Gray Rd SB RT</i>               | 7                | A   | 10            | A   | 4               | A   | 4             | A   |
| <i>INTERSECTION</i>                | 21               | C   | 24            | C   | 47              | D   | 27            | C   |

*As can be seen in the above table, all movements are expected operate at LOS D or better with the exception of the Hannaford Westbound through movement during the AM Peak Hour.*

- **Gray Road/Leighton Road – This intersection is projected to have failing levels of service, both with and without the proposed project, and with the proposed Route 100 improvements. Similar to the previous intersection, this location would-be included in a Maine DOT Traffic Movement Permit study and mitigation strategies would need to be considered. I would note that the level of service conclusions is based upon a traffic signal timing plan that is not optimized. The applicant should revise the analysis to optimize signal timing. If the outcome of the optimization is continued substandard levels of service, the Town could either wait for the TMP process to take place or gain an understanding of improvements at this time. My suggestion would be for the Town to determine if any additional improvements above the Route 100 Design would be appropriate.**

*As part of the revised operation analysis, it was found that signal timing optimization alone could not easily obtain satisfactorily levels of service for all approaches with the addition of project generated traffic. As part of the MaineDOT Route 100 reconstruction project, turning lanes are proposed on all four approaches. This project currently shows protected/permitted left turn phasing for the Leighton Road Westbound approach and permitted only left turn phasing for all other approaches. We would propose to modify this phasing to include protected/permitted operations for all left turns. The table below shows the results of the revised analysis for the intersection of Gray Road and Leighton Road. No-build conditions represent the phasing as currently proposed as part of the MaineDOT project and build conditions represent protected/permitted left turns on all approaches.*

*The analysis indicates that Leighton Road eastbound would be expected to operate with LOS E or F during both the AM and PM Peak Hour. This was necessary to allocate significant green time to the Gray Road movements. Overall intersection delay is shown to be satisfactory.*

| Gray Road at Leighton Road |     |                           |     |                 |     |               |     |   |
|----------------------------|-----|---------------------------|-----|-----------------|-----|---------------|-----|---|
| 2022 AM No-Build           |     | 2022 AM Build (All PM+PT) |     | 2022PM No-Build |     | 2022 PM Build |     |   |
| Delay (s/veh)              | LOS | Delay (s/veh)             | LOS | Delay (s/veh)   | LOS | Delay (s/veh) | LOS |   |
| Leighton Rd EB LT          | 30  | C                         | 71  | E               | 28  | C             | 62  | E |
| Leighton Rd EB TH          | 36  | D                         | 82  | F               | 26  | C             | 69  | E |
| Leighton Rd EB RT          | 28  | C                         | 74  | E               | 15  | B             | 50  | D |
| Leighton Rd WB LT          | 21  | C                         | 52  | D               | 19  | B             | 44  | D |
| Leighton Rd WB TH          | 16  | B                         | 31  | C               | 17  | B             | 48  | D |
| Leighton Rd WB RT          | 7   | A                         | 16  | B               | 14  | B             | 38  | D |
| Gray Rd NB LT              | 148 | F                         | 39  | D               | 128 | F             | 43  | D |
| Gray Rd NB TH              | 8   | A                         | 8   | A               | 125 | F             | 42  | D |
| Gray Rd NB RT              | 10  | A                         | 11  | B               | 119 | F             | 38  | D |
| Gray Rd SB LT              | 103 | F                         | 47  | D               | 98  | F             | 31  | C |
| Gray Rd SB TH              | 100 | F                         | 46  | D               | 12  | B             | 14  | B |
| Gray Rd SB RT              | 95  | F                         | 39  | D               | 9   | A             | 10  | B |
| INTERSECTION               | 55  | D                         | 40  | D               | 83  | F             | 40  | D |

- **Gray Road/Mountain Road/Falmouth Road – This location is projected to operate at acceptable levels of service following project build-out. I have no further comment.**

*Noted, no further response needed at this time.*

- 6. The applicant should provide vehicle queue estimates for the Gray Road intersections with Leighton Road and Mountain Road/Falmouth Road to ensure the Route 100 Improvement Project will provide adequate turn lane storage lengths following project build-out.**

*The following table provides the Average and 95<sup>th</sup> Percentile Queueing estimates for the Gray Road Intersections with Leighton Road and Mountain Road/Falmouth Road. In most cases, the estimated 95<sup>th</sup> Percentile queue for thru traffic exceeds that of left turning vehicles.*

### Queuing Summary

| Approach  | Average Queue (FT) |              | 95 <sup>th</sup> Percentile Queue (Ft) |              |
|---|--------------------|--------------|--|--------------|
|   | AM Peak Hour       | PM Peak Hour | AM Peak Hour                           | PM Peak Hour |
| <b>Gray Road at Leighton Road</b>               |                    |              |  |              |
| Leighton Road EB LT                             | 16                 | 53           | 71                                     | 131          |
| Leighton Road EB TH                             | 303                | 178          | 577                                    | 334          |
| Leighton Road WB LT                             | 76                 | 49           | 132                                    | 112          |
| Leighton Road WB TH                             | 67                 | 110          | 157                                    | 204          |
| Gray Road NB LT                                 | 32                 | 77           | 82                                     | 152          |
| Gray Road NB TH                                 | 94                 | 562          | 188                                    | 787          |
| Gray Road SB LT                                 | 22                 | 15           | 82                                     | 52           |
| Gray Road SB TH                                 | 506                | 97           | 838                                    | 204          |
| <b>Gray Road at Mountain Road/Falmouth Road</b> |                    |              |  |              |
| Mountain Rd EB LT                               | 19                 | 14           | 19                                     | 49           |
| Mountain Rd EB TH                               | 147                | 49           | 147                                    | 96           |
| Falmouth Rd WB LT                               | 43                 | 26           | 43                                     | 80           |
| Falmouth Rd WB LT                               | 11                 | 81           | 11                                     | 167          |
| Gray Road NB LT                                 | 7                  | 71           | 7                                      | 178          |
| Gray Road NB TH                                 | 84                 | 220          | 84                                     | 365          |
| Gray Road SB LT                                 | 69                 | 24           | 69                                     | 55           |
| Gray Road SB TH                                 | 249                | 71           | 249                                    | 134          |

7. The Gray Road/Mountain Road/Falmouth Road intersection is classified as a High Crash Location per MaineDOT criteria. The applicant should provide an assessment of current crash patterns to confirm that the proposed Route 100 Improvements will mitigate the identified pattern. The applicant should also provide crash data along Route 100 from MTA Exit 53 through the Leighton Road intersection.

*A crash diagram for the intersection of Gray Road and Falmouth Road/Mountain Road can be found attached. The MaineDOT crash data included a total of 21 reported crashes for the time period of 2014 to 2016. The following provides a breakdown of the crash patterns:*

- 12 crashes were rear-end collisions on Gray Road due to stop and go traffic.
- 2 crashes were rear-end collisions as a result of a vehicle waiting to turn left from Gray Road Northbound to Mountain Road
- 4 crashes were vehicles failing to yield the proper right-of-way when turning left from Gray Road to Mountain Road or Falmouth Road
- 2 crashes were identified as angle crashes due to vehicles failing to stop a red light.
- 1 crash from a vehicle backing into another attempting to move to allow a truck to complete a turning movement.

*The proposed Route 100 improvements would help minimize crashes due to left turning vehicles failing to yield the proper right of way. Flashing yellow arrows are proposed for left turning movements, which are shown to reduce the occurrence of such crashes. Rear end collisions may also be reduced from the increased signal head visibility.*

*Crash data was obtained for Gray Road between Leighton Road and MTA Exit 53/Hannaford. The intersection of Gray Road and MTA Exit 53/Hannaford was identified as a High Crash Location. A crash diagram is attached. The following provides a breakdown of the 13 reported crashes:*

- *8 crashes were rear-end collisions due to stop and go traffic.*
- *2 crashes were a result of vehicles turning left from either Exit 53 or Hannaford failing to yield the right of way.*
- *1 crash was reported as a sideswipe between two vehicles turning right into Hannaford.*
- *2 crashes were reported which would be a result of a vehicle running a red light.*

*The reported rear-end collisions appear to be a result of general driver inattention. However, signal retiming may allow for a reduction in congestion and therefore a reduction in the chance for rear end collisions. Crashes involving left-turning vehicles failing to yield the proper right of way, on approaches with protected/permitted phasing, may be reduced with the installation of flashing yellow arrows.*

**8. The applicant conducted an analysis of the proposed site driveways with my comments noted below.**

- **The Gray Road southerly driveway is projected to have failing levels of service, caused by traffic back-ups from the Leighton Road intersection. As noted previously, the applicant shall optimize the signal timing at the Leighton Road intersection, which may reduce blockage of the southerly driveway. A revised analysis should be provided.**
- **The Gray Road northerly driveway is projected to operate at an acceptable level of service. I have no further comment.**
- **The Mountain Road driveway is projected to operate at an acceptable level of service. I have no further comment.**

*The table below shows the results of the revised analysis for the proposed southerly driveway. With the revised signal timings as previously discussed, blockage of the southern site access road is not anticipated.*



| <b>Gray Road at Southern Site Drive</b> |               |     |               |     |
|---|---------------|-----|---------------|-----|
| 2024 AM Build                           |               |     | 2024 PM Build |     |
|   | Delay (s/veh) | LOS | Delay (s/veh) | LOS |
| Site EB LT                              | --            | --  | 18            | C   |
| Site EB RT                              | 7             | A   | 4             | A   |
| Gray Rd NB LT                           | 7             | A   | 7             | A   |
| Gray Rd NB TH                           | 2             | A   | 5             | A   |
| Gray Rd SB TH                           | 3             | A   | 2             | A   |
| Gray Rd SB RT                           | --            | --  | 1             | A   |
| INTERSECTION                            | 3             | A   | 4             | A   |

9. **The applicant should clarify if sight distance at the proposed Mountain Road driveway can meet Town standards with vegetation removal.**

*The measured sight distance looking left from the Mountain Road driveway was observed to be 325 feet. It is possible the distance could be improved to 350 feet with the removal of vegetation within the roadway right-of-way in front of the neighboring parcel.*

10. **I have reviewed MaineDOT left-turn lane warrants for northbound Gray Road at the site driveways. The methods provided is based upon a roadway with speeds of 40 MPH (the posted speed is 35 MPH – methods are not provided for speeds less than 40 MPH). Based upon my review of traffic volumes provided by the applicant, a left-turn lane is warranted at the northerly driveway. The southerly driveway may warrant a left-turn lane and the applicant should provide an opinion on need. Lastly, the applicant should provide an assessment of storage requirements for left-turn lanes into the project site.**

*We have completed a left-turn lane warrant analysis, using NCHRP 457, based upon the full build design volumes. A left turn lane would be warranted at the southerly driveway. Based upon the estimated queues as part of the revised capacity analysis, the left turn lane at both the southerly and northerly driveways would require the minimum 50 foot storage length. The table below shows the results of the queuing analysis for Gray Road northbound at the proposed site driveways.*

**Queuing Summary – Left Turn Lanes Into Site**

| <b>Approach</b>                             | <b>Average Queue (FT)</b> |                     | <b>95<sup>th</sup> Percentile Queue (Ft)</b> |                     |
|---|---------------------------|---------------------|--|---------------------|
|   | <i>AM Peak Hour</i>       | <i>PM Peak Hour</i> | <i>AM Peak Hour</i>                          | <i>PM Peak Hour</i> |
| <b>Gray Road at Northerly Site Driveway</b> |                           |                     |  |                     |
| <i>Gray Road NB LT</i>                      | 14                        | 12                  | 42   | 37                  |
| <b>Gray Road at Southerly Site Driveway</b> |                           |                     |  |                     |
| <i>Gray Road NB LT</i>                      | 4                         | 8                   | 21   | 31                  |

- 11. The applicant should note if single lane approaches to Gray Road are adequate at the site driveways.**

*Based upon the capacity analysis results, as previously shown in response to Comment 8, single approaches on the site driveways at Gray Road would be expected to function adequately.*

- 12. The applicant is proposing what appears to be a neighborhood traffic circle at the internal site intersection. I generally support this type of intersection configuration given its traffic calming and safety benefits. I would note that further design details would be required as part of a comprehensive review, particularly if the Town will be maintaining the roadway and for acceptable emergency access and large vehicle maneuvers (buses, delivery trucks, etc.).**

*The roundabout currently shown on the conceptual plan has an inscribed circle diameter of 120 feet. This size is assumed to be on the larger side for a residential application, but was chosen to represent what may be needed for a footprint. Coordination will be made with the Town to determine the most appropriate design vehicle. Design will be further refined throughout the development application design and review process.*

**Attachments:**

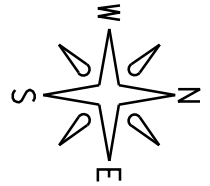
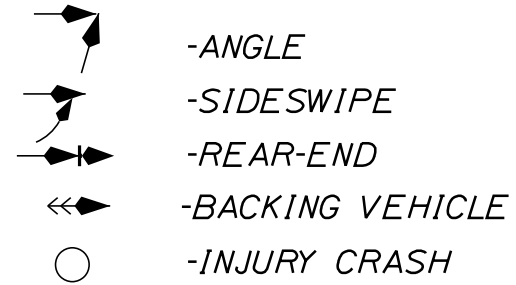
**High Crash Location Diagrams**

**SimTraffic Reports**

**Crash Data**

**NOTE:**

CRASH DATA OBTAINED FROM MAINEDOT  
FOR THE PERIOD OF  
2014-2016.



MOUNTAIN ROAD

GRAY ROAD



FALMOUTH ROAD

| ID | CRASH #    | DATE       |
|----|------------|------------|
| 1  | 2014-197   | 1/3/2014   |
| 2  | 2014-6992  | 2/27/2014  |
| 3  | 2014-13693 | 5/13/2014  |
| 4  | 2014-16478 | 6/15/2014  |
| 5  | 2014-23296 | 8/27/2014  |
| 6  | 2014-25835 | 9/23/2014  |
| 7  | 2014-27210 | 10/9/2014  |
| 8  | 2014-35682 | 12/16/2014 |
| 9  | 2014-38102 | 12/27/2014 |
| 10 | 2015-12379 | 4/12/2015  |

| ID | CRASH #    | DATE       |
|----|------------|------------|
| 11 | 2015-13980 | 5/6/2015   |
| 12 | 2015-21035 | 7/20/2015  |
| 13 | 2015-40867 | 9/2/2015   |
| 14 | 2015-46391 | 10/23/2015 |
| 15 | 2015-45758 | 10/24/2015 |
| 16 | 2015-45759 | 10/24/2015 |
| 17 | 2015-47991 | 11/6/2015  |
| 18 | 2016-8519  | 3/11/2016  |
| 19 | 2016-8524  | 3/17/2016  |
| 20 | 2016-19471 | 7/6/2016   |
| 21 | 2016-31935 | 11/7/2016  |



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**CRASH DIAGRAM**

OF: GRAY ROAD AND MOUNTAIN ROAD/FALMOUTH ROAD

LOCATION:  
FALMOUTH, MAINE

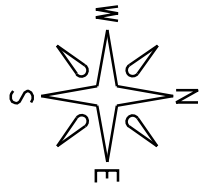
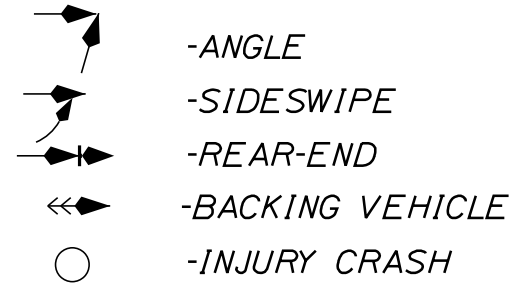
SCALE: NTS

DATE: 12/04/2017

SHEET:  
1 OF 2

**NOTE:**

CRASH DATA OBTAINED FROM MAINEDOT  
FOR THE PERIOD OF  
2014-2016.



MTA EXIT 53

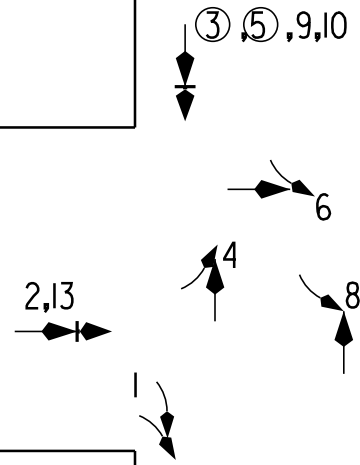
GRAY ROAD

GRAY ROAD

HANNAFORD

| ID | CRASH #    | DATE       |
|----|------------|------------|
| 1  | 2014-6994  | 2/28/2014  |
| 2  | 2014-9535  | 3/21/2014  |
| 3  | 2014-22459 | 8/19/2014  |
| 4  | 2014-29782 | 10/30/2014 |
| 5  | 2014-35073 | 12/11/2014 |
| 6  | 2015-16061 | 5/25/2015  |
| 7  | 2015-17024 | 6/10/2015  |
| 8  | 2015-42551 | 9/23/2015  |
| 9  | 2016-572   | 1/5/2016   |
| 10 | 2016-7671  | 3/8/2016   |

| ID | CRASH #    | DATE      |
|----|------------|-----------|
| 11 | 2016-15207 | 5/28/2016 |
| 12 | 2016-16535 | 6/8/2016  |
| 13 | 2016-36044 | 12/8/2016 |



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**CRASH DIAGRAM**  
OF: GRAY ROAD AND MTA EXIT 53/HANNAFORD

LOCATION:  
FALMOUTH, MAINE

SCALE: NTS

DATE: 12/04/2017

SHEET:  
2 OF 2

1: Gray Road & Mountain Road/Falmouth Road Performance by movement

| Movement           | EBL  | EBT  | EBR  | WBL  | WBT  | WBR | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------|------|------|------|------|------|-----|------|------|------|------|------|------|
| Denied Del/Veh (s) | 0.5  | 0.2  | 0.4  | 3.7  | 0.5  | 0.4 | 0.0  | 0.0  | 0.0  | 2.9  | 0.7  | 1.0  |
| Total Del/Veh (s)  | 28.3 | 28.8 | 25.1 | 21.2 | 13.5 | 5.2 | 19.3 | 18.8 | 12.1 | 29.2 | 27.9 | 23.1 |

1: Gray Road & Mountain Road/Falmouth Road Performance by movement

| Movement           | All  |
|--------------------|------|
| Denied Del/Veh (s) | 0.9  |
| Total Del/Veh (s)  | 24.7 |

5: Gray Road & North Site Performance by movement

| Movement           | EBL  | EBR | NBL | NBT | SBT | SBR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1  | 0.1 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 |
| Total Del/Veh (s)  | 13.8 | 9.2 | 9.7 | 2.3 | 2.7 | 2.0 | 3.1 |

6: Mtn Site & Mountain Road Performance by movement

| Movement           | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.3 |     |     | 0.0 | 0.1 | 0.1 | 0.2 |
| Total Del/Veh (s)  | 0.4 |     |     | 1.0 | 4.7 | 4.7 | 0.7 |

11: Gray Road & Leighton Road Performance by movement

| Movement           | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT | NBR  | SBL  | SBT  | SBR  |
|--------------------|------|------|------|------|------|------|------|-----|------|------|------|------|
| Denied Del/Veh (s) | 2.9  | 0.3  | 0.4  | 3.8  | 0.4  | 0.5  | 0.0  | 0.0 | 0.0  | 0.2  | 0.3  | 0.1  |
| Total Del/Veh (s)  | 71.2 | 81.6 | 74.0 | 51.5 | 30.8 | 15.7 | 38.8 | 7.6 | 10.9 | 46.6 | 46.0 | 39.3 |

11: Gray Road & Leighton Road Performance by movement

| Movement           | All  |
|--------------------|------|
| Denied Del/Veh (s) | 0.4  |
| Total Del/Veh (s)  | 40.3 |

14: Gray Road & Exit 53/Hannford Performance by movement

| Movement           | EBL  | EBT  | EBR | WBL  | WBT  | WBR  | NBL  | NBT  | NBR | SBL  | SBT  | SBR |
|--------------------|------|------|-----|------|------|------|------|------|-----|------|------|-----|
| Denied Del/Veh (s) | 0.3  | 0.3  | 0.3 | 3.7  | 0.6  | 0.6  | 3.4  | 1.2  | 3.3 | 0.8  | 0.1  | 0.4 |
| Total Del/Veh (s)  | 33.5 | 34.0 | 4.5 | 35.6 | 60.9 | 40.3 | 47.0 | 18.5 | 8.4 | 18.0 | 26.5 | 9.8 |

14: Gray Road & Exit 53/Hannford Performance by movement

| Movement           | All  |
|--------------------|------|
| Denied Del/Veh (s) | 0.9  |
| Total Del/Veh (s)  | 24.2 |

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17: Gray Road & South Site Performance by movement

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| Movement           | EBR | NBL | NBT | SBT | All |
|--------------------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s)  | 6.6 | 7.4 | 2.4 | 3.4 | 3.2 |

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19: Gray Road Performance by movement

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| Movement           | NBT | SBT | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s)  | 1.6 | 3.4 | 2.7 |

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Total Network Performance

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|                    |      |
|--------------------|------|
| Denied Del/Veh (s) | 1.3  |
| Total Del/Veh (s)  | 57.7 |

Intersection: 1: Gray Road & Mountain Road/Falmouth Road

| Movement              | EB  | EB  | WB  | WB  | NB  | NB  | SB  | SB   |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|
| Directions Served     | L   | TR  | L   | TR  | L   | TR  | L   | TR   |
| Maximum Queue (ft)    | 124 | 298 | 107 | 90  | 83  | 207 | 125 | 543  |
| Average Queue (ft)    | 19  | 147 | 43  | 11  | 7   | 84  | 69  | 249  |
| 95th Queue (ft)       | 78  | 254 | 87  | 47  | 43  | 171 | 143 | 467  |
| Link Distance (ft)    |     | 392 |     | 964 |     | 406 |     | 1174 |
| Upstream Blk Time (%) |     |     |     |     |     |     |     |      |
| Queuing Penalty (veh) |     |     |     |     |     |     |     |      |
| Storage Bay Dist (ft) | 100 |     | 100 |     | 150 |     | 100 |      |
| Storage Blk Time (%)  |     | 23  | 1   | 0   |     | 2   | 1   | 29   |
| Queuing Penalty (veh) |     | 4   | 1   | 0   |     | 0   | 6   | 34   |

Intersection: 5: Gray Road & North Site

| Movement              | EB  | NB  |
|-----------------------|-----|-----|
| Directions Served     | LR  | L   |
| Maximum Queue (ft)    | 61  | 52  |
| Average Queue (ft)    | 28  | 14  |
| 95th Queue (ft)       | 52  | 42  |
| Link Distance (ft)    | 260 |     |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) |     | 100 |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

Intersection: 6: Mtn Site & Mountain Road

| Movement              | WB  | NB  |
|-----------------------|-----|-----|
| Directions Served     | LT  | LR  |
| Maximum Queue (ft)    | 6   | 42  |
| Average Queue (ft)    | 0   | 11  |
| 95th Queue (ft)       | 5   | 35  |
| Link Distance (ft)    | 392 | 187 |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) |     |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

Intersection: 11: Gray Road & Leighton Road

| Movement              | EB  | EB   | WB  | WB   | NB  | NB  | SB  | SB   |
|-----------------------|-----|------|-----|------|-----|-----|-----|------|
| Directions Served     | L   | TR   | L   | TR   | L   | TR  | L   | TR   |
| Maximum Queue (ft)    | 124 | 663  | 124 | 214  | 124 | 228 | 124 | 854  |
| Average Queue (ft)    | 16  | 303  | 76  | 67   | 32  | 94  | 22  | 506  |
| 95th Queue (ft)       | 71  | 577  | 132 | 157  | 82  | 188 | 82  | 838  |
| Link Distance (ft)    |     | 1278 |     | 1200 |     | 702 |     | 1175 |
| Upstream Blk Time (%) |     |      |     |      |     |     |     |      |
| Queuing Penalty (veh) |     |      |     |      |     |     |     |      |
| Storage Bay Dist (ft) | 100 |      | 100 |      | 100 |     | 100 |      |
| Storage Blk Time (%)  | 0   | 51   | 12  | 0    | 0   | 8   |     | 38   |
| Queuing Penalty (veh) | 0   | 8    | 13  | 1    | 0   | 4   |     | 15   |

Intersection: 14: Gray Road & Exit 53/Hannford

| Movement              | EB  | EB  | WB  | WB  | NB  | NB  | NB  | SB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Directions Served     | L   | TR  | L   | TR  | L   | T   | R   | L   | T   | TR  |
| Maximum Queue (ft)    | 283 | 105 | 124 | 329 | 224 | 590 | 113 | 109 | 286 | 417 |
| Average Queue (ft)    | 137 | 40  | 67  | 135 | 153 | 161 | 29  | 27  | 134 | 209 |
| 95th Queue (ft)       | 226 | 78  | 136 | 295 | 235 | 425 | 87  | 70  | 226 | 389 |
| Link Distance (ft)    | 877 | 877 |     | 625 |     | 838 |     |     | 552 | 552 |
| Upstream Blk Time (%) |     |     |     |     |     | 1   |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     | 0   |     |     |     |     |
| Storage Bay Dist (ft) |     |     | 100 |     | 200 |     | 100 | 120 |     |     |
| Storage Blk Time (%)  |     |     | 1   | 24  | 10  | 7   | 0   |     | 7   |     |
| Queuing Penalty (veh) |     |     | 3   | 22  | 37  | 23  | 0   |     | 3   |     |

Intersection: 17: Gray Road & South Site

| Movement              | EB  | NB |
|-----------------------|-----|----|
| Directions Served     | LR  | L  |
| Maximum Queue (ft)    | 43  | 31 |
| Average Queue (ft)    | 16  | 4  |
| 95th Queue (ft)       | 42  | 21 |
| Link Distance (ft)    | 310 |    |
| Upstream Blk Time (%) |     |    |
| Queuing Penalty (veh) |     |    |
| Storage Bay Dist (ft) |     | 50 |
| Storage Blk Time (%)  |     | 0  |
| Queuing Penalty (veh) |     | 0  |



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Intersection: 19: Gray Road

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

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Network Summary

Network wide Queuing Penalty: 173

1: Gray Road & Mountain Road/Falmouth Road Performance by movement

| Movement           | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR |
|--------------------|------|------|------|------|------|------|------|------|------|------|------|-----|
| Denied Del/Veh (s) | 0.2  | 0.0  | 0.0  | 3.5  | 0.4  | 0.4  | 0.0  | 0.0  | 0.0  | 3.2  | 0.3  | 0.3 |
| Total Del/Veh (s)  | 33.9 | 26.2 | 11.5 | 26.2 | 28.2 | 20.0 | 16.8 | 17.6 | 13.5 | 28.7 | 12.3 | 7.8 |

1: Gray Road & Mountain Road/Falmouth Road Performance by movement

| Movement           | All  |
|--------------------|------|
| Denied Del/Veh (s) | 0.3  |
| Total Del/Veh (s)  | 18.5 |

5: Gray Road & North Site Performance by movement

| Movement           | EBL  | EBR | NBL | NBT | SBT | All |
|--------------------|------|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1  | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s)  | 21.9 | 3.9 | 6.7 | 5.1 | 1.7 | 4.4 |

6: Mtn Site & Mountain Road Performance by movement

| Movement           | EBT | EBR | WBL | WBT | NBL | NBR | All |
|--------------------|-----|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1 | 0.2 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 |
| Total Del/Veh (s)  | 0.1 | 0.1 | 3.0 | 1.6 | 4.0 | 2.6 | 1.3 |

11: Gray Road & Leighton Road Performance by movement

| Movement           | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Denied Del/Veh (s) | 3.2  | 0.3  | 0.3  | 3.3  | 0.4  | 0.3  | 89.6 | 88.1 | 62.6 | 0.5  | 0.1  | 0.0  |
| Total Del/Veh (s)  | 61.5 | 69.4 | 49.9 | 44.3 | 47.7 | 38.2 | 42.7 | 42.3 | 37.7 | 31.4 | 13.9 | 10.3 |

11: Gray Road & Leighton Road Performance by movement

| Movement           | All  |
|--------------------|------|
| Denied Del/Veh (s) | 50.0 |
| Total Del/Veh (s)  | 39.7 |

14: Gray Road & Exit 53/Hannford Performance by movement

| Movement           | EBL  | EBT  | EBR | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR |
|--------------------|------|------|-----|------|------|------|------|------|------|------|------|-----|
| Denied Del/Veh (s) | 0.4  | 0.3  | 0.4 | 3.8  | 0.6  | 0.4  | 2.7  | 1.3  | 2.7  | 1.5  | 0.1  | 0.2 |
| Total Del/Veh (s)  | 42.5 | 29.4 | 4.7 | 23.8 | 51.1 | 27.3 | 49.6 | 24.5 | 13.1 | 20.8 | 26.9 | 4.4 |

14: Gray Road & Exit 53/Hannford Performance by movement

| Movement           | All  |
|--------------------|------|
| Denied Del/Veh (s) | 1.0  |
| Total Del/Veh (s)  | 26.7 |

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17: Gray Road & South Site Performance by movement

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| Movement           | EBL  | EBR | NBL | NBT | SBT | SBR | All |
|--------------------|------|-----|-----|-----|-----|-----|-----|
| Denied Del/Veh (s) | 0.1  | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s)  | 18.4 | 4.1 | 7.2 | 4.5 | 1.7 | 1.2 | 3.9 |

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19: Gray Road Performance by movement

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| Movement           | NBT | SBT | All |
|--------------------|-----|-----|-----|
| Denied Del/Veh (s) | 0.0 | 0.0 | 0.0 |
| Total Del/Veh (s)  | 4.2 | 1.9 | 3.5 |

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Total Network Performance

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|                    |      |
|--------------------|------|
| Denied Del/Veh (s) | 28.2 |
| Total Del/Veh (s)  | 56.0 |

Intersection: 1: Gray Road & Mountain Road/Falmouth Road

| Movement              | EB  | EB  | WB  | WB  | NB  | NB  | SB  | SB   |
|-----------------------|-----|-----|-----|-----|-----|-----|-----|------|
| Directions Served     | L   | TR  | L   | TR  | L   | TR  | L   | TR   |
| Maximum Queue (ft)    | 93  | 126 | 110 | 215 | 174 | 398 | 64  | 165  |
| Average Queue (ft)    | 14  | 49  | 26  | 81  | 71  | 220 | 24  | 71   |
| 95th Queue (ft)       | 49  | 96  | 80  | 167 | 178 | 365 | 55  | 134  |
| Link Distance (ft)    |     | 392 |     | 964 |     | 406 |     | 1174 |
| Upstream Blk Time (%) |     |     |     |     |     | 0   |     |      |
| Queuing Penalty (veh) |     |     |     |     |     | 3   |     |      |
| Storage Bay Dist (ft) | 100 |     | 100 |     | 150 |     | 100 |      |
| Storage Blk Time (%)  |     | 1   | 0   | 6   | 0   | 13  |     | 3    |
| Queuing Penalty (veh) |     | 0   | 0   | 4   | 0   | 19  |     | 1    |

Intersection: 5: Gray Road & North Site

| Movement              | EB  | NB  | NB   |
|-----------------------|-----|-----|------|
| Directions Served     | LR  | L   | T    |
| Maximum Queue (ft)    | 48  | 40  | 69   |
| Average Queue (ft)    | 20  | 12  | 5    |
| 95th Queue (ft)       | 42  | 37  | 39   |
| Link Distance (ft)    | 260 |     | 1970 |
| Upstream Blk Time (%) |     |     |      |
| Queuing Penalty (veh) |     |     |      |
| Storage Bay Dist (ft) |     | 100 |      |
| Storage Blk Time (%)  |     |     | 0    |
| Queuing Penalty (veh) |     |     | 0    |

Intersection: 6: Mtn Site & Mountain Road

| Movement              | WB  | NB  |
|-----------------------|-----|-----|
| Directions Served     | LT  | LR  |
| Maximum Queue (ft)    | 12  | 29  |
| Average Queue (ft)    | 0   | 6   |
| 95th Queue (ft)       | 6   | 25  |
| Link Distance (ft)    | 392 | 187 |
| Upstream Blk Time (%) |     |     |
| Queuing Penalty (veh) |     |     |
| Storage Bay Dist (ft) |     |     |
| Storage Blk Time (%)  |     |     |
| Queuing Penalty (veh) |     |     |

Intersection: 11: Gray Road & Leighton Road

| Movement              | EB  | EB   | WB  | WB   | NB  | NB  | SB  | SB   |
|-----------------------|-----|------|-----|------|-----|-----|-----|------|
| Directions Served     | L   | TR   | L   | TR   | L   | TR  | L   | TR   |
| Maximum Queue (ft)    | 124 | 403  | 124 | 258  | 125 | 745 | 83  | 271  |
| Average Queue (ft)    | 53  | 178  | 49  | 110  | 77  | 562 | 15  | 97   |
| 95th Queue (ft)       | 131 | 334  | 112 | 204  | 152 | 787 | 52  | 204  |
| Link Distance (ft)    |     | 1278 |     | 1200 |     | 702 |     | 1175 |
| Upstream Blk Time (%) |     |      |     |      |     | 4   |     |      |
| Queuing Penalty (veh) |     |      |     |      |     | 38  |     |      |
| Storage Bay Dist (ft) | 100 |      | 100 |      | 100 |     | 100 |      |
| Storage Blk Time (%)  | 1   | 33   | 1   | 15   | 1   | 33  |     | 7    |
| Queuing Penalty (veh) | 2   | 18   | 1   | 11   | 7   | 59  |     | 2    |

Intersection: 14: Gray Road & Exit 53/Hannford

| Movement              | EB  | EB  | WB  | WB  | NB  | NB   | NB  | SB  | SB  | SB  |
|-----------------------|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|
| Directions Served     | L   | TR  | L   | TR  | L   | T    | R   | L   | T   | TR  |
| Maximum Queue (ft)    | 498 | 188 | 116 | 190 | 225 | 621  | 125 | 42  | 139 | 223 |
| Average Queue (ft)    | 260 | 66  | 54  | 75  | 162 | 237  | 69  | 11  | 81  | 76  |
| 95th Queue (ft)       | 440 | 136 | 107 | 155 | 251 | 502  | 144 | 35  | 127 | 159 |
| Link Distance (ft)    | 877 | 877 |     | 625 |     | 1421 |     |     | 552 | 552 |
| Upstream Blk Time (%) |     |     |     |     |     |      |     |     |     |     |
| Queuing Penalty (veh) |     |     |     |     |     |      |     |     |     |     |
| Storage Bay Dist (ft) |     |     | 100 |     | 200 |      | 100 | 120 |     |     |
| Storage Blk Time (%)  |     |     | 0   | 8   | 10  | 18   | 0   |     | 2   |     |
| Queuing Penalty (veh) |     |     | 1   | 8   | 64  | 81   | 1   |     | 0   |     |

Intersection: 17: Gray Road & South Site

| Movement              | EB  | NB |
|-----------------------|-----|----|
| Directions Served     | LR  | L  |
| Maximum Queue (ft)    | 40  | 37 |
| Average Queue (ft)    | 14  | 8  |
| 95th Queue (ft)       | 40  | 31 |
| Link Distance (ft)    | 310 |    |
| Upstream Blk Time (%) |     |    |
| Queuing Penalty (veh) |     |    |
| Storage Bay Dist (ft) |     | 50 |
| Storage Blk Time (%)  |     | 0  |
| Queuing Penalty (veh) |     | 2  |

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Intersection: 19: Gray Road

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| Movement              | NB  |
|-----------------------|-----|
| Directions Served     | T   |
| Maximum Queue (ft)    | 119 |
| Average Queue (ft)    | 12  |
| 95th Queue (ft)       | 74  |
| Link Distance (ft)    | 552 |
| Upstream Blk Time (%) |     |
| Queuing Penalty (veh) |     |
| Storage Bay Dist (ft) |     |
| Storage Blk Time (%)  |     |
| Queuing Penalty (veh) |     |

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Network Summary

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Network wide Queuing Penalty: 322

# 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

Rt 100

### REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0100X

Start Node: 19285

Start Offset: 0

Exclude First Node

End Node: 17076

End Offset: 0

Exclude Last Node

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## Crash Summary I

| Nodes             |              |                               |                          |     |               |   |                |   |   |   |    |                         |                       |            |               |      |
|-------------------|--------------|-------------------------------|--------------------------|-----|---------------|---|----------------|---|---|---|----|-------------------------|-----------------------|------------|---------------|------|
| Node              | Route - MP   | Node Description              |                          | U/R | Total Crashes | K | Injury Crashes |   |   |   | PD | Percent Annual M Injury | Ent-Veh               | Crash Rate | Critical Rate | CRF  |
| 19285             | 0100X - 5.97 | Int of FALMOUTH CROSSING Z RD | GRAY RD RAMP OFF I       | 9   | 13            | 0 | 0              | 0 | 0 | 2 | 11 | 15.4                    | 0.772                 | 5.61       | 4.91          | 1.14 |
|                   |              |                               |                          |     |               |   |                |   |   |   |    |                         | Statewide Crash Rate: | 2.47       |               |      |
| 70700             | 0100X - 6    | Int of GRAY RD                | RAMP ON FROM GRAY RD     | 2   | 0             | 0 | 0              | 0 | 0 | 0 | 0  | 0.0                     | 0.000                 | 0.00       | 0.00          | 0.00 |
|                   |              |                               |                          |     |               |   |                |   |   |   |    |                         | Statewide Crash Rate: | 0.50       |               |      |
| 70653             | 0100X - 6.09 | Int of ENT TO HANNAFORD       | ENT TO TD BANK HQ GRAY R | 2   | 1             | 0 | 0              | 0 | 0 | 0 | 1  | 0.0                     | 0.000                 | 0.00       | 0.00          | 0.00 |
|                   |              |                               |                          |     |               |   |                |   |   |   |    |                         | Statewide Crash Rate: | 0.44       |               |      |
| Study Years: 3.00 |              | NODE TOTALS:                  |                          |     | 14            | 0 | 0              | 0 | 0 | 2 | 12 | 14.3                    | 0.772                 | 6.04       | 4.91          | 1.23 |



# Crash Summary I

## Sections

| Start Node  | End Node | Element | Offset Begin - End | Route - MP                 | Section U/R Length | Total Crashes | K    | Injury Crashes |   |   |    | Percent Injury | Annual HMVM | Crash Rate                   | Critical Rate | CRF  |      |      |
|---|----------|---------|--------------------|----------------------------|--------------------|---------------|------|----------------|---|---|----|----------------|-------------|------------------------------|---------------|------|------|------|
|   |          |         |                    |                            |                    |               |      | A              | B | C | PD |                |             |                              |               |      |      |      |
| 70700   | 19285    | 3688747 | 0 - 0.03           | 0100X - 5.97<br>ST RTE 100 | 0.03               | 2             | 0    | 0              | 0 | 0 | 0  | 0.0            | 0.00000     | 0.00                         | 0.00          | 0.00 |      |      |
| <a href="#">Int of GRAY RD RAMP ON FROM GRAY RD</a>               |          |         |                    |                            |                    |               |      |                |   |   |    |                |             | Statewide Crash Rate: 696.27 |               |      |      |      |
| 70653   | 70700    | 3688746 | 0 - 0.09           | 0100X - 6<br>ST RTE 100    | 0.09               | 2             | 1    | 0              | 0 | 0 | 1  | 0.0            | 0.00000     | 0.00                         | 0.00          | 0.00 |      |      |
| <a href="#">Int of ENT TO HANNAFORD ENT TO TD BANK HQ GRAY RD</a> |          |         |                    |                            |                    |               |      |                |   |   |    |                |             | Statewide Crash Rate: 696.27 |               |      |      |      |
| 17076   | 70653    | 3642987 | 0 - 0.14           | 0100X - 6.09<br>ST RTE 100 | 0.14               | 2             | 4    | 0              | 0 | 0 | 1  | 3              | 25.0        | 0.00000                      | 0.00          | 0.00 | 0.00 |      |
| <a href="#">Int of GRAY RD LEIGHTON RD</a>                        |          |         |                    |                            |                    |               |      |                |   |   |    |                |             | Statewide Crash Rate: 696.27 |               |      |      |      |
| Study Years: 3.00   |          |         |                    |                            | Section Totals:    |               | 0.26 | 5              | 0 | 0 | 0  | 1              | 4           | 20.0                         | 0.00000       | 0.00 | 0.00 | 0.00 |
|   |          |         |                    |                            | Grand Totals:      |               | 0.26 | 19             | 0 | 0 | 0  | 3              | 16          | 15.8                         | 0.00000       | 0.00 | 0.00 | 0.00 |

## Crash Summary

### Section Details

| Start Node | End Node | Element | Offset<br>Begin - End | Route - MP   | Total Crashes | K | Injury Crashes |   |   |    | Crash Report | Crash Date | Crash Mile Point | Injury Degree |
|------------|----------|---------|-----------------------|--------------|---------------|---|----------------|---|---|----|--------------|------------|------------------|---------------|
|            |          |         |                       |              |               |   | A              | B | C | PD |              |            |                  |               |
| 70700      | 19285    | 3688747 | 0 - 0.03              | 0100X - 5.97 | 0             | 0 | 0              | 0 | 0 | 0  |              |            |                  |               |
| 70653      | 70700    | 3688746 | 0 - 0.09              | 0100X - 6    | 1             | 0 | 0              | 0 | 0 | 1  | 2016-38225   | 12/21/2016 | 6.06             | PD            |
| 17076      | 70653    | 3642987 | 0 - 0.14              | 0100X - 6.09 | 4             | 0 | 0              | 0 | 1 | 3  | 2016-34905   | 12/01/2016 | 6.10             | PD            |
|            |          |         |                       |              |               |   |                |   |   |    | 2014-29780   | 10/28/2014 | 6.10             | PD            |
|            |          |         |                       |              |               |   |                |   |   |    | 2015-17727   | 06/16/2015 | 6.13             | C             |
|            |          |         |                       |              |               |   |                |   |   |    | 2015-1350    | 01/13/2015 | 6.21             | PD            |
| Totals:    |          |         |                       |              | 5             | 0 | 0              | 0 | 1 | 4  |              |            |                  |               |

## Crash Summary II - Characteristics

### Crashes by Day and Hour

| Day Of Week   | AM          |          |          |          |          |          |          |          |          |          |          | PM          |          |          |          |          |          |          |          |          |          |          | Un       | Tot      |          |           |
|---------------|-------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|
|               | Hour of Day |          |          |          |          |          |          |          |          |          |          | Hour of Day |          |          |          |          |          |          |          |          |          |          |          |          |          |           |
|               | 12          | 1        | 2        | 3        | 4        | 5        | 6        | 7        | 8        | 9        | 10       | 11          | 12       | 1        | 2        | 3        | 4        | 5        | 6        | 7        | 8        | 9        | 10       | 11       |          |           |
| SUNDAY        | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0         |
| MONDAY        | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1         |
| TUESDAY       | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 1        | 0           | 0        | 0        | 0        | 2        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 6         |
| WEDNESDAY     | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0           | 0        | 1        | 0        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 4         |
| THURSDAY      | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0           | 0        | 0        | 0        | 0        | 1        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 4         |
| FRIDAY        | 0           | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 1        | 0           | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 3         |
| SATURDAY      | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0           | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 1         |
| <b>Totals</b> | <b>0</b>    | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>1</b> | <b>3</b> | <b>0</b> | <b>2</b> | <b>0</b>    | <b>0</b> | <b>2</b> | <b>0</b> | <b>2</b> | <b>4</b> | <b>4</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>19</b> |

### Vehicle Counts by Type

| Unit Type                                     | Total | Unit Type    | Total     |
|---|-------|--------------|-----------|
| 1-Passenger Car                               | 20    | 23-Bicyclist | 0         |
| 2-(Sport) Utility Vehicle                     | 9     | 24-Witness   | 1         |
| 3-Passenger Van                               | 1     | 25-Other     | 0         |
| 4-Cargo Van (10K lbs or Less)                 | 1     | <b>Total</b> | <b>39</b> |
| 5-Pickup                                      | 6     |              |           |
| 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) | 1     |              |           |
| 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   | 9         | 9         | 0        | 0        | 0        | 0        | 18        |
| Ran Off Roadway  | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Failed to Yield Right-of-Way   | 2         | 1         | 0        | 0        | 0        | 0        | 3         |
| Ran Red Light  | 0         | 1         | 0        | 0        | 0        | 0        | 1         |
| 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  | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Improper Turn  | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Improper Backing   | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Improper Passing   | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Wrong Way  | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Followed Too Closely   | 5         | 2         | 0        | 0        | 0        | 0        | 7         |
| Failed to Keep in Proper Lane  | 0         | 1         | 0        | 0        | 0        | 0        | 1         |
| Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner            | 0         | 2         | 0        | 0        | 0        | 0        | 2         |
| Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Over-Correcting/Over-Steering  | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Other Contributing Action  | 1         | 1         | 0        | 0        | 0        | 0        | 2         |
| Unknown  | 2         | 2         | 0        | 0        | 0        | 0        | 4         |
| <b>Total</b>   | <b>19</b> | <b>19</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>38</b> |

### Crashes by Apparent Physical Condition And Driver

| Apparent Physical Condition                      | Dr 1      | Dr 2      | Dr 3     | Dr 4     | Dr 5     | Other    | Total     |
|--|-----------|-----------|----------|----------|----------|----------|-----------|
| Apparently Normal                                | 19        | 18        | 0        | 0        | 0        | 0        | 37        |
| Physically Impaired or Handicapped               | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Emotional(Depressed, Angry, Disturbed, etc.)     | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Ill (Sick)                                       | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Asleep or Fatigued                               | 0         | 1         | 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         |
| <b>Total</b>                                     | <b>19</b> | <b>19</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>38</b> |

### 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        | 0         | 0        | 0          | 0          | 0        | 0         |
| 20-24        | 7         | 0        | 0          | 0          | 0        | 7         |
| 25-29        | 3         | 0        | 0          | 0          | 0        | 3         |
| 30-39        | 6         | 0        | 0          | 0          | 0        | 6         |
| 40-49        | 10        | 0        | 0          | 0          | 0        | 10        |
| 50-59        | 7         | 0        | 0          | 0          | 0        | 7         |
| 60-69        | 3         | 0        | 0          | 0          | 0        | 3         |
| 70-79        | 1         | 0        | 0          | 0          | 0        | 1         |
| 80-Over      | 1         | 0        | 0          | 0          | 0        | 1         |
| Unknown      | 0         | 0        | 0          | 0          | 0        | 0         |
| <b>Total</b> | <b>38</b> | <b>0</b> | <b>0</b>   | <b>0</b>   | <b>0</b> | <b>38</b> |

## Crash Summary II - Characteristics

| Most Harmful Event  |       |  |       |
|---|-------|--|-------|
| Most Harmful Event  | Total | Most Harmful Event                                   | Total |
| 1-Overturn / Rollover   | 0     | 38-Other Fixed Object (wall, building, tunnel, etc.) | 0     |
| 2-Fire / Explosion  | 0     | 39-Unknown   | 20    |
| 3-Immersion   | 0     | 40-Gate or Cable                                     | 0     |
| 4-Jackknife   | 0     | 41-Pressure Ridge                                    | 0     |
| 5-Cargo / Equipment Loss Or Shift   | 0     |  |       |
| 6-Fell / Jumped from Motor Vehicle  | 0     | Total  | 38    |
| 7-Thrown or Falling Object  | 0     |  |       |
| 8-Other Non-Collision   | 2     |  |       |
| 9-Pedestrian  | 0     |  |       |
| 10-Pedalcycle   | 0     |  |       |
| 11-Railway Vehicle - Train, Engine  | 0     |  |       |
| 12-Animal   | 0     |  |       |
| 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   | 0     |  |       |
| 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  | 0     |  |       |
| 26-Embankment   | 0     |  |       |
| 27-Guardrail Face   | 0     |  |       |
| 28-Guardrail End  | 0     |  |       |
| 29-Concrete Traffic Barrier   | 0     |  |       |
| 30-Other Traffic Barrier  | 0     |  |       |
| 31-Tree (Standing)  | 0     |  |       |
| 32-Utility Pole / Light Support   | 0     |  |       |
| 33-Traffic Sign Support   | 0     |  |       |
| 34-Traffic Signal Support   | 0     |  |       |
| 35-Fence  | 0     |  |       |
| 36-Mailbox  | 0     |  |       |
| 37-Other Post Pole or Support   | 0     |  |       |

| Injury Data   |                |                    |
|---------------|----------------|--------------------|
| Severity Code | Injury Crashes | Number Of Injuries |
| K             | 0              | 0                  |
| A             | 0              | 0                  |
| B             | 0              | 0                  |
| C             | 3              | 4                  |
| PD            | 16             | 0                  |
| Total         | 19             | 4                  |

| Road Character   |       |
|------------------|-------|
| Road Grade       | Total |
| 1-Level          | 18    |
| 2-On Grade       | 1     |
| 3-Top of Hill    | 0     |
| 4-Bottom of Hill | 0     |
| 5-Other          | 0     |
| Total            | 19    |

| Traffic Control Devices           |       |  |
|-----------------------------------|-------|--|
| Traffic Control Device            | Total |  |
| 1-Traffic Signals (Stop & Go)     | 15    |  |
| 2-Traffic Signals (Flashing)      | 0     |  |
| 3-Advisory/Warning Sign           | 0     |  |
| 4-Stop Signs - All Approaches     | 0     |  |
| 5-Stop Signs - Other              | 1     |  |
| 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                           | 2     |  |
| 14-Other                          | 1     |  |
| Total                             | 19    |  |

| Light                     |       |
|---------------------------|-------|
| Light Condition           | Total |
| 1-Daylight                | 16    |
| 2-Dawn                    | 0     |
| 3-Dusk                    | 0     |
| 4-Dark - Lighted          | 3     |
| 5-Dark - Not Lighted      | 0     |
| 6-Dark - Unknown Lighting | 0     |
| 7-Unknown                 | 0     |
| Total                     | 19    |

## Crash Summary II - Characteristics

### Crashes by Year and Month

| Month     | 2014 | 2015 | 2016 | Total |
|-----------|------|------|------|-------|
| JANUARY   | 0    | 1    | 1    | 2     |
| FEBRUARY  | 2    | 0    | 0    | 2     |
| MARCH     | 1    | 0    | 1    | 2     |
| APRIL     | 0    | 0    | 0    | 0     |
| MAY       | 0    | 1    | 1    | 2     |
| JUNE      | 0    | 2    | 1    | 3     |
| JULY      | 0    | 0    | 0    | 0     |
| AUGUST    | 1    | 0    | 0    | 1     |
| SEPTEMBER | 0    | 1    | 0    | 1     |
| OCTOBER   | 2    | 0    | 0    | 2     |
| NOVEMBER  | 0    | 0    | 0    | 0     |
| DECEMBER  | 1    | 0    | 3    | 4     |
| Total     | 7    | 5    | 7    | 19    |

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 | Traffic Circle-Roundabout | Total     |
|--------------------------|---------------|-------------|------------------------|-----------------------|-------------------------------|-----------|----------|--------------|----------|-------------|-------------|------------|-------------------|---------------------------|-----------|
| Object in Road           | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 0         |
| Rear End - Sideswipe     | 5             | 0           | 0                      | 9                     | 0                             | 0         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 14        |
| Head-on - Sideswipe      | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 0         |
| Intersection Movement    | 0             | 0           | 0                      | 5                     | 0                             | 0         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 5         |
| Pedestrians              | 0             | 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                         | 0         |
| Went Off Road            | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 0         |
| All Other Animal         | 0             | 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                         | 0         |
| Other                    | 0             | 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                         | 0         |
| Rollover                 | 0             | 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                         | 0         |
| Submersion               | 0             | 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                         | 0         |
| Bear                     | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 0         |
| Deer                     | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 0         |
| Moose                    | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 0         |
| Turkey                   | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 0         |
| <b>Total</b>             | <b>5</b>      | <b>0</b>    | <b>0</b>               | <b>14</b>             | <b>0</b>                      | <b>0</b>  | <b>0</b> | <b>0</b>     | <b>0</b> | <b>0</b>    | <b>0</b>    | <b>0</b>   | <b>0</b>          | <b>0</b>                  | <b>19</b> |

## Crash Summary II - Characteristics

### Crashes by Weather, Light Condition and Road Surface

| Weather<br>Light                | Dry | Ice/Frost | Mud, Dirt,<br>Gravel | Oil | Other | Sand | Slush | Snow | Unknown | Water<br>(Standing,<br>Moving) | Wet | Total |
|---------------------------------|-----|-----------|----------------------|-----|-------|------|-------|------|---------|--------------------------------|-----|-------|
| <b>Blowing Sand, Soil, Dirt</b> |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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     |
| <b>Blowing Snow</b>             |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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     |
| <b>Clear</b>                    |     |           |                      |     |       |      |       |      |         |                                |     |       |
| Dark - Lighted                  | 2   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 2     |
| 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                        | 12  | 0         | 0                    | 0   | 0     | 1    | 0     | 0    | 0       | 0                              | 1   | 14    |
| 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     |
| <b>Cloudy</b>                   |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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                        | 2   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 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     |



## Crash Summary II - Characteristics

### Crashes by Weather, Light Condition and Road Surface

| Weather<br>Light         | Dry | Ice/Frost | Mud, Dirt,<br>Gravel | Oil | Other | Sand | Slush | Snow | Unknown | Water<br>(Standing,<br>Moving) | Wet | Total |
|--------------------------|-----|-----------|----------------------|-----|-------|------|-------|------|---------|--------------------------------|-----|-------|
| <b>Fog, Smog, Smoke</b>  |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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     |
| <b>Other</b>             |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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     |
| <b>Rain</b>              |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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     |
| <b>Severe Crosswinds</b> |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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<br>Light                              | Dry       | Ice/Frost | Mud, Dirt,<br>Gravel | Oil      | Other    | Sand     | Slush    | Snow     | Unknown  | Water<br>(Standing,<br>Moving) | Wet      | Total     |
|---|-----------|-----------|----------------------|----------|----------|----------|----------|----------|----------|--------------------------------|----------|-----------|
| <b>Sleet, Hail (Freezing Rain or Drizzle)</b> |           |           |                      |          |          |          |          |          |          |                                |          |           |
| 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         |
| <b>Snow</b>                                   |           |           |                      |          |          |          |          |          |          |                                |          |           |
| Dark - Lighted                                | 0         | 0         | 0                    | 0        | 0        | 0        | 0        | 1        | 0        | 0                              | 0        | 1         |
| 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         |
| <b>TOTAL</b>                                  | <b>16</b> | <b>0</b>  | <b>0</b>             | <b>0</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b>                       | <b>1</b> | <b>19</b> |

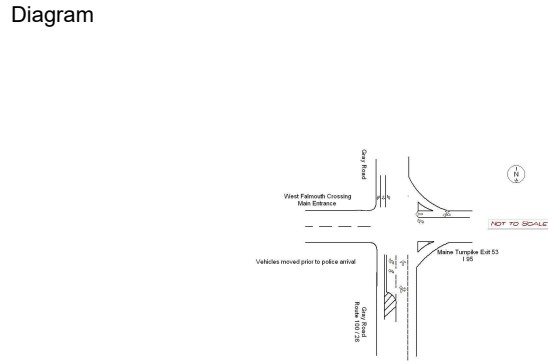
# Maine Crash Report Summary

Crash Date: 2/28/2014      Time: 06:22      City: Falmouth      Street/Highway: FALMOUTH CROSSING Z RD  
 Start Node: 19285      Int of FALMOUTH CROSSING Z RD      End Node: 0      Offset: 0  
                                  GRAY RD RAMP OFF I95 RAMP ON  
                                  FROM GRAY RD  
 OE Start Node: **19285**      **Int of FALMOUTH CROSSING Z RD**      OE End Node:  
                                  **GRAY RD RAMP OFF I95 RAMP**  
                                  **ON FROM GRAY RD**

|  |   |
|--|---|
| Type of Crash: 2 - Rear End / Sideswipe          | Type of Location: 4 - Four Leg Intersection |
| Weather: 1 - Clear                               | Light: 1 - Daylight                         |
| Road Grade: 1 - Level                            | Surface Condition: 1 - Dry                  |
| Traffic Control: 1 - Traffic Signals (Stop & Go) |   |
| Cont. Circ. Env 1 1 - None                       | Cont. Circ. Env 2                           |
| Cont. Circ. Road 1 1 - None                      | Cont. Circ. Road 2                          |

**Narrative**

Unit 1 was northbound on Gray Road, in the right turn lane with the right turn signal on. She was turning right into Hannaford's parking lot. Unit 2 saw the turn signal, and thought Unit 1 was pulling over to allow unit 2 to pass. Unit 2 passed in the lane for thru traffic only, and then turned right to enter the shopping plaza and cut off unit 1. As unit 2 turned, the passenger rear of unit 2 struck the drivers front fender and light assembly of unit 1.



**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area: 11 - Front Driver Corner  
 Pre-Crash Actions: 5 - Making right turn  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 8 - Other Non-Collision  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type         | Age | Sex        | Injury Degree |
|---------------------|-----|------------|---------------|
| 8 - Passenger/Owner | 26  | 1 - Male   | 5 - No Injury |
| 1 - Driver          | 25  | 2 - Female | 5 - No Injury |

**Unit: 2**      Type: 1 - Passenger Car  
 Most Damaged Area: 5 - Rear Passenger Corner  
 Pre-Crash Actions: 5 - Making right turn  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 15 - Failed to Keep in Proper Lane

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 8 - Other Non-Collision  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type      | Age | Sex      | Injury Degree |
|------------------|-----|----------|---------------|
| 6 - Driver/Owner | 49  | 1 - Male | 5 - No Injury |

# Maine Crash Report Summary

Crash Date: 3/21/2014      Time: 10:55      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 19285      Int of FALMOUTH CROSSING Z RD      End Node: 0      Offset: 0  
                                  GRAY RD RAMP OFF I95 RAMP ON  
                                  FROM GRAY RD

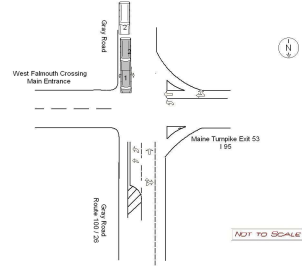
OE Start Node: **15220**      **Int of EUGENE ST, GRAY RD**      OE End Node: **17710**      **Int of GRAY RD ROBERTS ST**

|  |   |
|--|---|
| Type of Crash: 2 - Rear End / Sideswipe          | Type of Location: 4 - Four Leg Intersection |
| Weather: 1 - Clear                               | Light: 1 - Daylight                         |
| Road Grade: 1 - Level                            | Surface Condition: 1 - Dry                  |
| Traffic Control: 1 - Traffic Signals (Stop & Go) |   |
| Cont. Circ. Env 1 1 - None                       | Cont. Circ. Env 2                           |
| Cont. Circ. Road 1 1 - None                      | Cont. Circ. Road 2 1 - None                 |

### Narrative

On Friday, March 21, 2014 at 10:55:00, Patrolman Steve Townsend responded to a crash at the intersection of GRAY RD and ROBERTS ST in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.

### Diagram



### Vehicles...

Vehicle #1, operated by Steven Harriman, DOB 9/9/1955 was northbound stopped in traffic. Vehicle #1 sustained minor damage to the rear.

Vehicle #1 occupant(s) are listed below:  
 Driver: Steven Harriman DOB 9/9/1955 Injury: No Injury

Vehicle #2, operated by Shannon McGarry-Rose, DOB 10/19/1979 was northbound slowing in traffic. Vehicle #2 sustained minor damage to the...

**Unit: 1**      Type: 4 - Cargo Van (10K lbs or Less)

Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 47 - Unknown  
 Seq. Events 3:

Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type | Age | Sex      | Injury Degree |
|-------------|-----|----------|---------------|
| 1 - Driver  | 58  | 1 - Male | 5 - No Injury |

**Unit: 2**      Type: 2 - (Sport) Utility Vehicle

Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 10 - Slowing in traffic  
 Seq. Events 1: 47 - Unknown  
 Seq. Events 3:

Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 2 - Brakes  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 34  | 2 - Female | 5 - No Injury |

# STATE OF MAINE CRASH REPORT

Report Number

14-6742

Narrative / Diagram Supplemental

**On Friday, March 21, 2014 at 10:55:00, Patrolman Steve Townsend responded to a crash at the intersection of GRAY RD and ROBERTS ST in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.**

**Vehicles...**

**Vehicle #1, operated by Steven Harriman, DOB 9/9/1955 was northbound stopped in traffic. Vehicle #1 sustained minor damage to the rear.**

**Vehicle #1 occupant(s) are listed below:**

**Driver: Steven Harriman DOB 9/9/1955 Injury: No Injury**

**Vehicle #2, operated by Shannon McGarry-Rose, DOB 10/19/1979 was northbound slowing in traffic. Vehicle #2 sustained minor damage to the front.**

**Vehicle #2 occupant(s) are listed below:**

**Driver: Shannon McGarry-Rose DOB 10/19/1979 Injury: No Injury**

**unit 1 stopped at stop light, unit 2 drove into unit 1. Operator of unit 2 advised of defective break, steering and acceleration. Vehicle 2 towed based on statements of operator.**

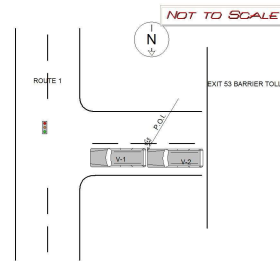
# Maine Crash Report Summary

Crash Date: 8/19/2014      Time: 08:49      City: Falmouth      Street/Highway: RAMP ON FROM GRAY RD  
 Start Node: 19285      Int of FALMOUTH CROSSING Z RD      End Node: 0      Offset: 0  
                                  GRAY RD RAMP OFF I95 RAMP ON  
                                  FROM GRAY RD  
 OE Start Node: **19285**      **Int of FALMOUTH CROSSING Z RD**      OE End Node: **19286**      **Non Int RAMP ON FROM GRAY RD**  
                                  **GRAY RD RAMP OFF I95 RAMP**  
                                  **ON FROM GRAY RD**

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**  
 Unit #1 was stopped in traffic at intersection of Turnpike Exit 53 connector and Route 1. Unit #2 was coming through the Exit 53 toll plaza and fell asleep. Unit # 2 crashed into the rear of Unit #1.  
 Operator of Unit # 2 stated she fell asleep and failed to observe vehicle # 1 stopped in traffic.

**Diagram**



**Unit: 1**      Type: 2 - (Sport) Utility Vehicle  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
     Seq. Events 1: 21 - Motor Vehicle In Transport  
     Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 3 - Eastbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type      | Age | Sex      | Injury Degree       |
|------------------|-----|----------|---------------------|
| 6 - Driver/Owner | 38  | 1 - Male | 4 - Possible Injury |

**Unit: 2**      Type: 2 - (Sport) Utility Vehicle  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 10 - Slowing in traffic  
     Seq. Events 1: 21 - Motor Vehicle In Transport  
     Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 19 - Other Contributing Action

Veh. Travel Dir.: 3 - Eastbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 5 - Asleep or Fatigued  
 Driver Action 2:

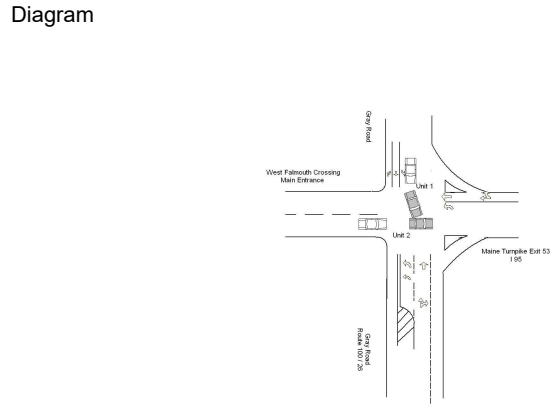
| Person Type | Age | Sex        | Injury Degree       |
|-------------|-----|------------|---------------------|
| 1 - Driver  | 22  | 2 - Female | 4 - Possible Injury |

# Maine Crash Report Summary

Crash Date: 10/30/2014      Time: 08:10      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 19285      Int of FALMOUTH CROSSING Z RD      End Node: 0      Offset: 0  
                                  GRAY RD RAMP OFF I95 RAMP ON  
                                  FROM GRAY RD  
 OE Start Node: **19285**      **Int of FALMOUTH CROSSING Z RD**      OE End Node:  
                                  **GRAY RD RAMP OFF I95 RAMP**  
                                  **ON FROM GRAY RD**

|  |   |
|--|---|
| Type of Crash: 4 - Intersection Movement         | Type of Location: 4 - Four Leg Intersection |
| Weather: 1 - Clear                               | Light: 1 - Daylight                         |
| Road Grade: 1 - Level                            | Surface Condition: 1 - Dry                  |
| Traffic Control: 1 - Traffic Signals (Stop & Go) |   |
| Cont. Circ. Env 1 1 - None                       | Cont. Circ. Env 2                           |
| Cont. Circ. Road 1 1 - None                      | Cont. Circ. Road 2                          |

**Narrative**  
 Unit 1 was making left turn from Gray Rd into entrance of Maine Turnpike. Unit 2 was traveling across Gray Rd from entrance to Hannaford's. Both thought they had the right of way but only one vehicle would have had a green light. The lights were observed to be operating normally. I could not determine who actually had the green light.



**Unit: 1**      Type: 2 - (Sport) Utility Vehicle  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 6 - Making left turn  
 Seq. Events 1: 47 - Unknown  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 20 - Unknown

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 53  | 2 - Female | 5 - No Injury |

**Unit: 2**      Type: 2 - (Sport) Utility Vehicle  
 Most Damaged Area: 7 - Rear Driver Side  
 Pre-Crash Actions: 1 - Following roadway  
 Seq. Events 1: 47 - Unknown  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 20 - Unknown

Veh. Travel Dir.: 4 - Westbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 42  | 2 - Female | 5 - No Injury |

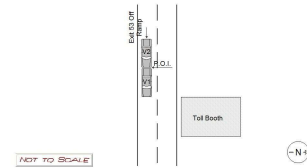
# Maine Crash Report Summary

Crash Date: 12/11/2014 Time: 17:44 City: Falmouth Street/Highway: RAMP ON FROM GRAY RD  
 Start Node: 19285 Int of FALMOUTH CROSSING Z RD End Node: 0 Offset: 0  
 GRAY RD RAMP OFF I95 RAMP ON FROM GRAY RD  
 OE Start Node: **19285** Int of FALMOUTH CROSSING Z RD OE End Node: **19286** Non Int RAMP ON FROM GRAY RD  
 GRAY RD RAMP OFF I95 RAMP ON FROM GRAY RD

Type of Crash: 2 - Rear End / Sideswipe Type of Location: 4 - Four Leg Intersection  
 Weather: 6 - Snow Light: 4 - Dark - Lighted  
 Road Grade: 1 - Level Surface Condition: 3 - Snow  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

**Narrative**  
 On Thursday, December 11, 2014 at 17:44:00, Sgt Kevin Conger responded to a crash on RAMP ON FROM GRAY RD approximately 114 feet West of RAMP ON FR in Falmouth Maine. At the time of the crash, the weather was snow and the road surface was snow.

**Diagram**



**Vehicles...**

Vehicle #1, operated by Ashley Cronin, DOB 5/22/1986 was eastbound stopped in traffic. Vehicle #1 had no observable damage.

Vehicle #1 occupant(s) are listed below:  
 Driver: Ashley Cronin DOB 5/22/1986 Injury: Possible Injury

Vehicle #2, operated by Matthew Dubois, DOB 12/13/1993 was eastbound following roadway and followed too closely. Vehicle #2...

**Unit: 1** Type: 1 - Passenger Car Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area: Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 11 - Stopped in traffic Contrib. Circ. - Vehicle: 1 - None  
 Seq. Events 1: 50 - No Other Events Seq. Events 2:  
 Seq. Events 3: Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action Driver Action 2:

| Person Type      | Age | Sex        | Injury Degree       |
|------------------|-----|------------|---------------------|
| 6 - Driver/Owner | 28  | 2 - Female | 4 - Possible Injury |

**Unit: 2** Type: 1 - Passenger Car Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area: Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 1 - Following roadway Contrib. Circ. - Vehicle: 1 - None  
 Seq. Events 1: 50 - No Other Events Seq. Events 2:  
 Seq. Events 3: Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 14 - Followed Too Closely Driver Action 2:

| Person Type      | Age | Sex      | Injury Degree |
|------------------|-----|----------|---------------|
| 6 - Driver/Owner | 20  | 1 - Male | 5 - No Injury |



## STATE OF MAINE CRASH REPORT

Report Number

14-28701

Narrative / Diagram Supplemental

**On Thursday, December 11, 2014 at 17:44:00, Sgt Kevin Conger responded to a crash on RAMP ON FROM GRAY RD approximately 114 feet West of RAMP ON FR in Falmouth Maine. At the time of the crash, the weather was snow and the road surface was snow.**

### **Vehicles...**

**Vehicle #1, operated by Ashley Cronin, DOB 5/22/1986 was eastbound stopped in traffic. Vehicle #1 had no observable damage.**

**Vehicle #1 occupant(s) are listed below:**

**Driver: Ashley Cronin DOB 5/22/1986 Injury: Possible Injury**

**Vehicle #2, operated by Matthew Dubois, DOB 12/13/1993 was eastbound following roadway and followed too closely. Vehicle #2 had no observable damage.**

**Vehicle #2 occupant(s) are listed below:**

**Driver: Matthew Dubois DOB 12/13/1993 Injury: No Injury**

**Vehicle 1 was moving forward in traffic that was backed up to the traffic light on Gray Road. Vehicle 1 stopped for the traffic and Vehicle 2 was directly behind it and did not stop in time striking the rear of vehicle 1. There was no damage observed, though the operator of Vehicle 1 stated she had some pain in her neck. She was evaluated by EMS and signed off refusing transport.**

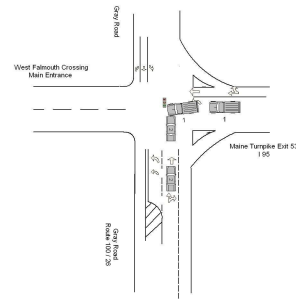
# Maine Crash Report Summary

Crash Date: 5/25/2015      Time: 08:55      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 19285      Int of FALMOUTH CROSSING Z RD      End Node: 0      Offset: 0  
                                  GRAY RD RAMP OFF I95 RAMP ON  
                                  FROM GRAY RD  
 OE Start Node: **19285**      **Int of FALMOUTH CROSSING Z RD**      OE End Node:  
                                  **GRAY RD RAMP OFF I95 RAMP**  
                                  **ON FROM GRAY RD**

|  |   |
|--|---|
| Type of Crash: 4 - Intersection Movement         | Type of Location: 4 - Four Leg Intersection |
| Weather: 2 - Cloudy                              | Light: 1 - Daylight                         |
| Road Grade: 1 - Level                            | Surface Condition: 1 - Dry                  |
| Traffic Control: 1 - Traffic Signals (Stop & Go) |   |
| Cont. Circ. Env 1 1 - None                       | Cont. Circ. Env 2                           |
| Cont. Circ. Road 1 1 - None                      | Cont. Circ. Road 2                          |

**Narrative**  
 UNIT 1 WAS TURNING LEFT ONTO RT 100 WITH A GREEN ARROW. UNIT 2 WAS TRAVELING NORTH ON RT 1. UNIT 2 RAN A RED LIGHT AT THE INTERSECTION AND HIT UNIT 1.

**Diagram**



**Unit: 1**      Type: 5 - Pickup  
 Most Damaged Area: 1 - Front Passenger Corner  
 Pre-Crash Actions: 6 - Making left turn  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 4 - Westbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type      | Age | Sex      | Injury Degree |
|------------------|-----|----------|---------------|
| 6 - Driver/Owner | 47  | 1 - Male | 5 - No Injury |

**Unit: 2**      Type: 1 - Passenger Car  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 1 - Following roadway  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 4 - Ran Red Light

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type      | Age | Sex      | Injury Degree |
|------------------|-----|----------|---------------|
| 6 - Driver/Owner | 72  | 1 - Male | 5 - No Injury |

# Maine Crash Report Summary

Crash Date: 6/10/2015

Time: 07:32

City: Falmouth

Street/Highway: GRAY RD

Start Node: 19285

Int of FALMOUTH CROSSING Z RD  
GRAY RD RAMP OFF I95 RAMP ON  
FROM GRAY RD

End Node: 0

Offset: 0

OE Start Node: **19285**

**Int of FALMOUTH CROSSING Z RD  
GRAY RD RAMP OFF I95 RAMP  
ON FROM GRAY RD**

OE End Node:

Type of Crash: 2 - Rear End / Sideswipe

Type of Location: 4 - Four Leg Intersection

Weather: 1 - Clear

Light: 1 - Daylight

Road Grade: 1 - Level

Surface Condition: 1 - Dry

Traffic Control: 1 - Traffic Signals (Stop & Go)

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2

## Narrative

## Diagram

On Wednesday, June 10, 2015 at 07:32:00, Patrolman Steve Townsend responded to a crash at the intersection of GRAY RD and RAMP ON FR in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.

## Vehicles...

Vehicle #1, operated by Dennis Bradford, DOB 9/11/1970 was southbound stopped in traffic. Vehicle #1 sustained minor damage to the rear.

Vehicles moved from scene prior to arrival

Vehicle #1 occupant(s) are listed below:

Driver: Dennis Bradford DOB 9/11/1970 Injury: No Injury  
Passenger: Russell Schroeder DOB 9/27/1971 Injury: No Injury

## Injury

Vehicle #2, operated by Theresa Beaulieu, DOB 4/5/1962 was...

**Unit: 1** Type: 17 - Medium/Heavy Trucks (More than 10,000 lbs)

Veh. Travel Dir.: 2 - Southbound

Most Damaged Area: 6 - Rear

Most Harmful Event: 39 - Unknown

Pre-Crash Actions: 11 - Stopped in traffic

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 47 - Unknown

Seq. Events 2:

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 1 - Not Distracted

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 1 - No Contributing Action

Driver Action 2:

| Person Type   | Age | Sex      | Injury Degree |
|---------------|-----|----------|---------------|
| 1 - Driver    | 44  | 1 - Male | 5 - No Injury |
| 2 - Passenger | 43  | 1 - Male | 5 - No Injury |

**Unit: 2** Type: 1 - Passenger Car

Veh. Travel Dir.: 2 - Southbound

Most Damaged Area: 12 - Front

Most Harmful Event: 39 - Unknown

Pre-Crash Actions: 10 - Slowing in traffic

Contrib Circ. - Vehicle: 1 - None

Seq. Events 1: 47 - Unknown

Seq. Events 2:

Seq. Events 3:

Seq. Events 4:

Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 1: 16 - Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner

Driver Action 2:

| Person Type   | Age | Sex        | Injury Degree |
|---------------|-----|------------|---------------|
| 1 - Driver    | 53  | 2 - Female | 5 - No Injury |
| 2 - Passenger | 12  | 1 - Male   | 5 - No Injury |

## STATE OF MAINE CRASH REPORT

Report Number

15-14091

Narrative / Diagram Supplemental

**On Wednesday, June 10, 2015 at 07:32:00, Patrolman Steve Townsend responded to a crash at the intersection of GRAY RD and RAMP ON FR in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.**

### **Vehicles...**

**Vehicle #1, operated by Dennis Bradford, DOB 9/11/1970 was southbound stopped in traffic. Vehicle #1 sustained minor damage to the rear.**

### **Vehicle #1 occupant(s) are listed below:**

**Driver: Dennis Bradford DOB 9/11/1970 Injury: No Injury**

**Passenger: Russell Schroeder DOB 9/27/1971 Injury: No Injury**

**Vehicle #2, operated by Theresa Beaulieu, DOB 4/5/1962 was southbound slowing in traffic and operated motor vehicle in erratic, reckless, careless, negligent or aggressive manner. Vehicle #2 sustained minor damage to the front.**

### **Vehicle #2 occupant(s) are listed below:**

**Unit 1 stopped at red light. Operator unit two advised distracted by signage and ran into rear of unit 1.**

**Driver: Theresa Beaulieu DOB 4/5/1962 Injury: No Injury**

**Passenger: Andrew Beaulieu DOB 11/17/2002 Injury: No Injury**

# Maine Crash Report Summary

Crash Date: 9/23/2015 Time: 16:54 City: Falmouth Street/Highway: GRAY RD  
 Start Node: 19285 Int of FALMOUTH CROSSING Z RD End Node: 0 Offset: 0  
 GRAY RD RAMP OFF I95 RAMP ON FROM GRAY RD  
 OE Start Node: **19285** **Int of FALMOUTH CROSSING Z RD GRAY RD RAMP OFF I95 RAMP ON FROM GRAY RD** OE End Node:

Type of Crash: 4 - Intersection Movement Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear Light: 1 - Daylight  
 Road Grade: 1 - Level Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

**Narrative**

Operator of Unit 1 was attempting to make a left hand turn onto route 100 from Exit 53 ramp. Operator of this vehicle stated he had the green arrow indicating it was ok to make left turn.

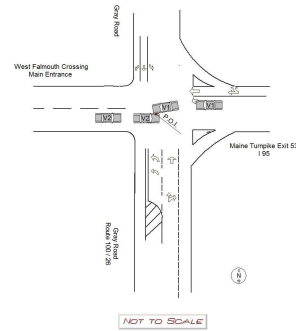
Operator of Unit 2 was attempting to drive straight onto the entrance of Exit 53 on ramp. Operator of Unit 2 stated she had a green light and began to negotiate the intersection.

Both units collided in the middle of the intersection, but were able to move off to the side of the road.

I asked both operators if they were injured and both replied they were not.

Unit 2 needed to be towed due to damage received from the crash.

### Diagram



**Unit: 1** Type: 1 - Passenger Car Veh. Travel Dir.: 1 - Northbound  
 Most Damaged Area: 1 - Front Passenger Corner Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 6 - Making left turn Contrib. Circ. - Vehicle: 1 - None  
 Seq. Events 1: 21 - Motor Vehicle In Transport Seq. Events 2:  
 Seq. Events 3: Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 20 - Unknown Driver Action 2:

| Person Type      | Age | Sex      | Injury Degree |
|------------------|-----|----------|---------------|
| 6 - Driver/Owner | 43  | 1 - Male | 5 - No Injury |

**Unit: 2** Type: 1 - Passenger Car Veh. Travel Dir.: 4 - Westbound  
 Most Damaged Area: 10 - Front Driver Quarter Panel Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 99 - Unknown Contrib. Circ. - Vehicle: 1 - None  
 Seq. Events 1: 21 - Motor Vehicle In Transport Seq. Events 2:  
 Seq. Events 3: Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 20 - Unknown Driver Action 2:

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 24  | 2 - Female | 5 - No Injury |

# Maine Crash Report Summary

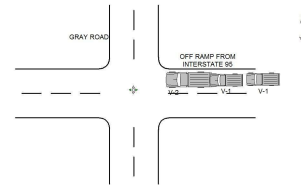
Crash Date: 1/5/2016      Time: 15:37      City: Falmouth      Street/Highway: RAMP ON FROM GRAY RD  
 Start Node: 19285      Int of FALMOUTH CROSSING Z RD      End Node: 0      Offset: 0  
                                  GRAY RD RAMP OFF I95 RAMP ON  
                                  FROM GRAY RD

OE Start Node: **19285**      **Int of FALMOUTH CROSSING Z RD**      OE End Node: **19286**      **Non Int RAMP ON FROM GRAY RD**  
                                  **GRAY RD RAMP OFF I95 RAMP**  
                                  **ON FROM GRAY RD**

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**  
 On Tuesday, January 05, 2016 at 15:37:00, PATROLMAN Michael Brown responded to a crash at the intersection of RAMP ON FROM GRAY RD and RAMP ON FR in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.

**Diagram**



**Vehicles...**

Vehicle #1, operated by JAMES COFIN, DOB 2/25/1992 was eastbound starting in traffic and followed too closely. Vehicle #1 sustained functional damage to the front.

Vehicle #1 occupant(s) are listed below:  
 Driver: JAMES COFIN DOB 2/25/1992 Injury: No Injury

Vehicle #2, operated by DONALD TOMKINSON, DOB 2/12/1958 was eastbound stopped in traffic. Vehicle #2 had no observable...

**Unit: 1**      Type: 1 - Passenger Car      Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area: 12 - Front      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 9 - Starting in traffic      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 14 - Followed Too Closely      Driver Action 2:

| Person Type | Age | Sex      | Injury Degree |
|-------------|-----|----------|---------------|
| 1 - Driver  | 23  | 1 - Male | 5 - No Injury |

**Unit: 2**      Type: 1 - Passenger Car      Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area:      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 11 - Stopped in traffic      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

| Person Type | Age | Sex      | Injury Degree |
|-------------|-----|----------|---------------|
| 1 - Driver  | 57  | 1 - Male | 5 - No Injury |

# STATE OF MAINE CRASH REPORT

Report Number

16-371

Narrative / Diagram Supplemental

On Tuesday, January 05, 2016 at 15:37:00, PATROLMAN Michael Brown responded to a crash at the intersection of RAMP ON FROM GRAY RD and RAMP ON FR in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.

## Vehicles...

Vehicle #1, operated by JAMES COFIN, DOB 2/25/1992 was eastbound starting in traffic and followed too closely. Vehicle #1 sustained functional damage to the front.

Vehicle #1 occupant(s) are listed below:

Driver: JAMES COFIN DOB 2/25/1992 Injury: No Injury

Vehicle #2, operated by DONALD TOMKINSON, DOB 2/12/1958 was eastbound stopped in traffic. Vehicle #2 had no observable damage.

Vehicle #2 occupant(s) are listed below:

Driver: DONALD TOMKINSON DOB 2/12/1958 Injury: No Injury

A VEHICLE IN FRONT OF VEHICLE #2 STARTED AND THEN STOPPED SO VEHICLE #2 STOPPED. VEHICLE #1 WAS BEHIND VEHICLE #2 AND HIT IT FROM BEHIND.

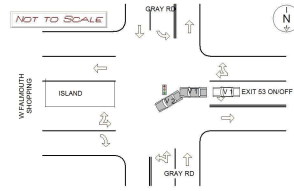
# Maine Crash Report Summary

Crash Date: 3/8/2016      Time: 15:20      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 19285      Int of FALMOUTH CROSSING Z RD      End Node: 0      Offset: 0  
                                  GRAY RD RAMP OFF I95 RAMP ON  
                                  FROM GRAY RD  
 OE Start Node: **19285**      **Int of FALMOUTH CROSSING Z RD**      OE End Node:  
                                  **GRAY RD RAMP OFF I95 RAMP**  
                                  **ON FROM GRAY RD**

|  |   |
|--|---|
| Type of Crash: 2 - Rear End / Sideswipe          | Type of Location: 4 - Four Leg Intersection |
| Weather: 1 - Clear                               | Light: 1 - Daylight                         |
| Road Grade: 1 - Level                            | Surface Condition: 1 - Dry                  |
| Traffic Control: 1 - Traffic Signals (Stop & Go) |   |
| Cont. Circ. Env 1 1 - None                       | Cont. Circ. Env 2                           |
| Cont. Circ. Road 1 1 - None                      | Cont. Circ. Road 2                          |

**Narrative**  
 On Tuesday, March 08, 2016 at 15:20:00, Patrolman Dan Austin responded to a crash at the intersection of GRAY RD and RAMP ON/OFF EXIT 53 in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.

**Diagram**



**Vehicles...**

Vehicle #1, operated by Ellen Harford, DOB 4/27/1961 was eastbound making left turn and followed too closely. Vehicle #1 sustained minor damage to the front.

Vehicle #1 occupant(s) are listed below:  
 Driver: Ellen Harford DOB 4/27/1961 Injury: No Injury

Vehicle #2, operated by Carroll Coyle, DOB 2/5/1961 was eastbound stopped in traffic. Vehicle #2 sustained minor damage to the...

|   |  |
|---|--|
| <b>Unit: 1</b> Type: 5 - Pickup                 | Veh. Travel Dir.: 3 - Eastbound            |
| Most Damaged Area: 12 - Front                   | Most Harmful Event: 39 - Unknown           |
| Pre-Crash Actions: 6 - Making left turn         | Contrib Circ. - Vehicle: 1 - None          |
| Seq. Events 1: 50 - No Other Events             | Seq. Events 2:                             |
| Seq. Events 3:                                  | Seq. Events 4:                             |
| Driver Distracted By: 6 - Unknown if Distracted | Cond. at Time Crash: 1 - Apparently Normal |
| Driver Action 1: 14 - Followed Too Closely      | Driver Action 2:                           |

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 54  | 2 - Female | 5 - No Injury |

|   |  |
|---|--|
| <b>Unit: 2</b> Type: 3 - Passenger Van      | Veh. Travel Dir.: 3 - Eastbound            |
| Most Damaged Area: 6 - Rear                 | Most Harmful Event: 39 - Unknown           |
| Pre-Crash Actions: 11 - Stopped in traffic  | Contrib Circ. - Vehicle: 1 - None          |
| Seq. Events 1: 50 - No Other Events         | Seq. Events 2:                             |
| Seq. Events 3:                              | Seq. Events 4:                             |
| Driver Distracted By: 1 - Not Distracted    | Cond. at Time Crash: 1 - Apparently Normal |
| Driver Action 1: 1 - No Contributing Action | Driver Action 2:                           |

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 55  | 2 - Female | 5 - No Injury |



## STATE OF MAINE CRASH REPORT

Report Number

16-5998

Narrative / Diagram Supplemental

**On Tuesday, March 08, 2016 at 15:20:00, Patrolman Dan Austin responded to a crash at the intersection of GRAY RD and RAMP ON/OFF EXIT 53 in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.**

### **Vehicles...**

**Vehicle #1, operated by Ellen Harford, DOB 4/27/1961 was eastbound making left turn and followed too closely. Vehicle #1 sustained minor damage to the front.**

**Vehicle #1 occupant(s) are listed below:**

**Driver: Ellen Harford DOB 4/27/1961 Injury: No Injury**

**Vehicle #2, operated by Carroll Coyle, DOB 2/5/1961 was eastbound stopped in traffic. Vehicle #2 sustained minor damage to the rear.**

**Vehicle #2 occupant(s) are listed below:**

**Driver: Carroll Coyle DOB 2/5/1961 Injury: No Injury**

**Vehicle #2 stopped to allow through traffic to proceed, Vehicle #1 did not stop and struck Vehicle #2.**

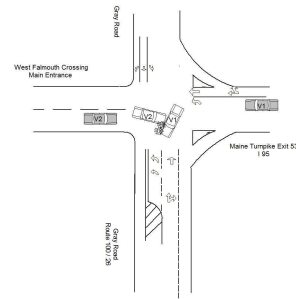
# Maine Crash Report Summary

Crash Date: 5/28/2016      Time: 13:32      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 19285      Int of FALMOUTH CROSSING Z RD      End Node: 0      Offset: 0  
                                  GRAY RD RAMP OFF I95 RAMP ON  
                                  FROM GRAY RD  
 OE Start Node: **19285**      **Int of FALMOUTH CROSSING Z RD**      OE End Node:  
                                  **GRAY RD RAMP OFF I95 RAMP**  
                                  **ON FROM GRAY RD**

Type of Crash: 4 - Intersection Movement      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**  
 On Saturday, May 28, 2016 at 13:32:00, Patrolman Alex Beaton responded to a crash at the intersection of GRAY RD and RAMP ON FR in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.

**Diagram**



**Vehicles...**  
 Vehicle #1, operated by Sarah Hildebrand, DOB 10/31/1979 was eastbound making left turn and failed to yield right-of-way. Vehicle #1 was towed due to disabling damage to the center passenger side.

Vehicle #1 occupant(s) are listed below:  
 Driver: Sarah Hildebrand DOB 10/31/1979 Injury: No Injury

Vehicle #2, operated by Eliza Amory, DOB 9/16/1995 was westbound following roadway. Vehicle #2 was towed due to...

**Unit: 1**      Type: 1 - Passenger Car      Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area: 3 - Center Passenger Side      Most Harmful Event: 39 - Unknown  
 Pre-Crash Actions: 6 - Making left turn      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 50 - No Other Events      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 6 - Unknown if Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 3 - Failed to Yield Right-of-Way      Driver Action 2:

| Person Type | Age | Sex        | Injury Degree |
|-------------|-----|------------|---------------|
| 1 - Driver  | 36  | 2 - Female | 5 - No Injury |

**Unit: 2**      Type: 1 - Passenger Car      Veh. Travel Dir.: 4 - Westbound  
 Most Damaged Area: 12 - Front      Most Harmful Event: 39 - Unknown  
 Pre-Crash Actions: 1 - Following roadway      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 50 - No Other Events      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

| Person Type      | Age | Sex      | Injury Degree |
|------------------|-----|----------|---------------|
| 6 - Driver/Owner | 20  | 1 - Male | 5 - No Injury |

# STATE OF MAINE CRASH REPORT

Report Number

16-14739

Narrative / Diagram Supplemental

**On Saturday, May 28, 2016 at 13:32:00, Patrolman Alex Beaton responded to a crash at the intersection of GRAY RD and RAMP ON FR in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.**

## **Vehicles...**

**Vehicle #1, operated by Sarah Hildebrand, DOB 10/31/1979 was eastbound making left turn and failed to yield right-of-way. Vehicle #1 was towed due to disabling damage to the center passenger side.**

### **Vehicle #1 occupant(s) are listed below:**

**Driver: Sarah Hildebrand DOB 10/31/1979 Injury: No Injury**

**Vehicle #2, operated by Eliza Amory, DOB 9/16/1995 was westbound following roadway. Vehicle #2 was towed due to disabling damage to the front.**

### **Vehicle #2 occupant(s) are listed below:**

**Driver: Eliza Amory DOB 9/16/1995 Injury: No Injury**

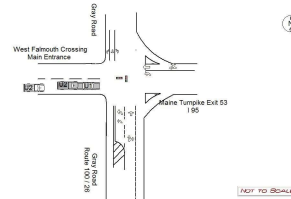
# Maine Crash Report Summary

Crash Date: 6/8/2016 Time: 16:44 City: Falmouth Street/Highway: FALMOUTH CROSSING Z RD  
 Start Node: 19285 Int of FALMOUTH CROSSING Z RD End Node: 0 Offset: 0  
 GRAY RD RAMP OFF I95 RAMP ON FROM GRAY RD  
 OE Start Node: **19285** **Int of FALMOUTH CROSSING Z RD GRAY RD RAMP OFF I95 RAMP ON FROM GRAY RD** OE End Node:

Type of Crash: 2 - Rear End / Sideswipe Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear Light: 1 - Daylight  
 Road Grade: 2 - On Grade Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

**Narrative**  
 On Wednesday, June 08, 2016 at 16:44:00, Patrolman Steve Townsend responded to a crash at the intersection of FALMOUTH CROSSING Z RD and RAMP ON FR in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.

**Diagram**



**Vehicles...**

Vehicle #1, operated by Rebecca Banks, DOB 2/26/1972 was westbound starting in traffic. Vehicle #1 sustained minor damage to the rear.

Vehicle #1 occupant(s) are listed below:  
 Driver: Rebecca Banks DOB 2/26/1972 Injury: No Injury  
 Passenger: Isabella Banks DOB 11/6/2001 Injury: No

**Injury**  
 Passenger: Emma Banks DOB 2/4/2003 Injury: No...

**Unit: 1** Type: 1 - Passenger Car Veh. Travel Dir.: 4 - Westbound  
 Most Damaged Area: 6 - Rear Most Harmful Event: 39 - Unknown  
 Pre-Crash Actions: 9 - Starting in traffic Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 1: 47 - Unknown Seq. Events 2:  
 Seq. Events 3: Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action Driver Action 2:

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 44  | 2 - Female | 5 - No Injury |
| 2 - Passenger    | 14  | 2 - Female | 5 - No Injury |
| 2 - Passenger    | 13  | 2 - Female | 5 - No Injury |

**Unit: 2** Type: 2 - (Sport) Utility Vehicle Veh. Travel Dir.: 4 - Westbound  
 Most Damaged Area: 12 - Front Most Harmful Event: 39 - Unknown  
 Pre-Crash Actions: 9 - Starting in traffic Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 1: 47 - Unknown Seq. Events 2:  
 Seq. Events 3: Seq. Events 4:  
 Driver Distracted By: 3 - Other Activity, Electronic Device Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 16 - Operated Motor Vehicle in Erratic, Reckless, Careless, Neoligent or Aggressive Manner Driver Action 2:

| Person Type      | Age | Sex      | Injury Degree |
|------------------|-----|----------|---------------|
| 6 - Driver/Owner | 64  | 1 - Male | 5 - No Injury |

## STATE OF MAINE CRASH REPORT

Report Number

16-15775

Narrative / Diagram Supplemental

On Wednesday, June 08, 2016 at 16:44:00, Patrolman Steve Townsend responded to a crash at the intersection of FALMOUTH CROSSING Z RD and RAMP ON FR in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.

### Vehicles...

Vehicle #1, operated by Rebecca Banks, DOB 2/26/1972 was westbound starting in traffic. Vehicle #1 sustained minor damage to the rear.

### Vehicle #1 occupant(s) are listed below:

Driver: Rebecca Banks DOB 2/26/1972 Injury: No Injury

Passenger: Isabella Banks DOB 11/6/2001 Injury: No Injury

Passenger: Emma Banks DOB 2/4/2003 Injury: No Injury

Vehicle #2, operated by Austin Burnell, DOB 12/2/1951 was westbound starting in traffic and operated motor vehicle in erratic, reckless, careless, negligent or aggressive manner. Vehicle #2 sustained minor damage to the front.

### Vehicle #2 occupant(s) are listed below:

Driver: Austin Burnell DOB 12/2/1951 Injury: No Injury

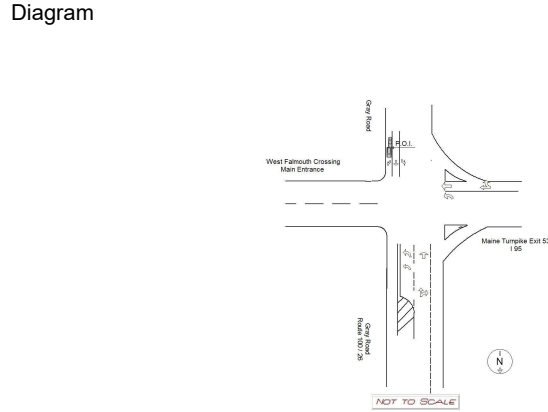
Both units stopped at red light. Light changed to green, both units started into intersection. Unit 1 slowed, operator unit 2 stated he was changing CD in player and did not see unit 1 slowing and drove into rear of same.

# Maine Crash Report Summary

Crash Date: 12/8/2016      Time: 17:29      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 19285      Int of FALMOUTH CROSSING Z RD      End Node: 0      Offset: 0  
                                  GRAY RD RAMP OFF I95 RAMP ON FROM GRAY RD  
 OE Start Node: **17075**      **Non Int GRAY RD**      OE End Node: **19285**      **Int of FALMOUTH CROSSING Z RD GRAY RD RAMP OFF I95 RAMP ON FROM GRAY RD**

|  |   |
|--|---|
| Type of Crash: 2 - Rear End / Sideswipe          | Type of Location: 4 - Four Leg Intersection |
| Weather: 1 - Clear                               | Light: 4 - Dark - Lighted                   |
| Road Grade: 1 - Level                            | Surface Condition: 1 - Dry                  |
| Traffic Control: 1 - Traffic Signals (Stop & Go) |   |
| Cont. Circ. Env 1 1 - None                       | Cont. Circ. Env 2                           |
| Cont. Circ. Road 1 1 - None                      | Cont. Circ. Road 2                          |

**Narrative**  
 Unit 1 was stopped in traffic on Gray Road near the entrance of West Falmouth crossing. Unit 2 was traveling behind Unit 1 and crashed into Unit 1. Both vehicles were able to drive off Gray Road and into the parking lot of Hannaford. No injuries were reported when I asked both operators. Unit 2 had to be towed due to disabling damage.



|  |   |
|--|---|
| <b>Unit: 1</b> Type: 2 - (Sport) Utility Vehicle | Veh. Travel Dir.: 1 - Northbound                    |
| Most Damaged Area: 7 - Rear Driver Side          | Most Harmful Event: 13 - Motor Vehicle in Transport |
| Pre-Crash Actions: 10 - Slowing in traffic       | Contrib Circ. - Vehicle: 1 - None                   |
| Seq. Events 1: 21 - Motor Vehicle In Transport   | Seq. Events 2:                                      |
| Seq. Events 3:                                   | Seq. Events 4:                                      |
| Driver Distracted By: 1 - Not Distracted         | Cond. at Time Crash: 1 - Apparently Normal          |
| Driver Action 1: 1 - No Contributing Action      | Driver Action 2:                                    |

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 61  | 2 - Female | 5 - No Injury |

|   |   |
|---|---|
| <b>Unit: 2</b> Type: 1 - Passenger Car          | Veh. Travel Dir.: 1 - Northbound                    |
| Most Damaged Area: 12 - Front                   | Most Harmful Event: 13 - Motor Vehicle in Transport |
| Pre-Crash Actions: 99 - Unknown                 | Contrib Circ. - Vehicle: 1 - None                   |
| Seq. Events 1: 21 - Motor Vehicle In Transport  | Seq. Events 2:                                      |
| Seq. Events 3:                                  | Seq. Events 4:                                      |
| Driver Distracted By: 6 - Unknown if Distracted | Cond. at Time Crash: 1 - Apparently Normal          |
| Driver Action 1: 14 - Followed Too Closely      | Driver Action 2:                                    |

| Person Type | Age | Sex      | Injury Degree |
|-------------|-----|----------|---------------|
| 1 - Driver  | 32  | 1 - Male | 5 - No Injury |

# 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

Rt 26 area

### REPORT PARAMETERS

Year 2014, Start Month 1 through Year 2016 End Month: 12

Route: 0026X

Start Node: 17076

Start Offset: 0

Exclude First Node

End Node: 17733

End Offset: 0

Exclude Last Node

---

Route: 0540309

Start Node: 17719

Start Offset: 0

Exclude First Node

End Node: 17733

End Offset: 0

Exclude Last Node

---

## Crash Summary I

### Nodes

| Node              | Route - MP     | Node Description                       | U/R          | Total Crashes | K  | Injury Crashes |   |   | PD | Percent Annual M Injury | Annual M Ent-Veh | Crash Rate                 | Critical Rate | CRF  |      |
|-------------------|----------------|--|--------------|---------------|----|----------------|---|---|----|-------------------------|------------------|----------------------------|---------------|------|------|
|                   |                |  |              |               |    | A              | B | C |    |                         |                  |                            |               |      |      |
| 17076             | 0026X - 5.90   | Int of GRAY RD LEIGHTON RD             | 9            | 6             | 0  | 0              | 0 | 1 | 5  | 16.7                    | 5.394            | 0.37                       | 1.22          | 0.00 |      |
|                   |                |  |              |               |    |                |   |   |    |                         |                  | Statewide Crash Rate: 0.71 |               |      |      |
| 17077             | 0026X - 6      | Int of GRAY RD MARSTON RD              | 2            | 1             | 0  | 0              | 0 | 0 | 1  | 0.0                     | 3.652            | 0.09                       | 0.41          | 0.00 |      |
|                   |                |  |              |               |    |                |   |   |    |                         |                  | Statewide Crash Rate: 0.15 |               |      |      |
| 17078             | 0026X - 6.47   | Int of GRAY RD MILL RD                 | 2            | 0             | 0  | 0              | 0 | 0 | 0  | 0.0                     | 3.648            | 0.00                       | 0.41          | 0.00 |      |
|                   |                |  |              |               |    |                |   |   |    |                         |                  | Statewide Crash Rate: 0.15 |               |      |      |
| 17719             | 0540309 - 0.04 | Int of BROOK RD, MOUNTAIN RD           | 2            | 2             | 0  | 0              | 0 | 0 | 2  | 0.0                     | 1.462            | 0.46                       | 0.46          | 0.00 |      |
|                   |                |  |              |               |    |                |   |   |    |                         |                  | Statewide Crash Rate: 0.13 |               |      |      |
| 17733             | 0540309 - 0.31 | Int of FALMOUTH RD GRAY RD MOUNTAIN RD | 9            | 21            | 0  | 1              | 3 | 3 | 14 | 33.3                    | 4.776            | 1.47                       | 1.25          | 1.17 |      |
|                   |                |  |              |               |    |                |   |   |    |                         |                  | Statewide Crash Rate: 0.71 |               |      |      |
| Study Years: 3.00 |                |  | NODE TOTALS: |               | 30 | 0              | 1 | 3 | 4  | 22                      | 26.7             | 18.932                     | 0.53          | 0.67 | 0.79 |



## Crash Summary I

| Sections                     |          |         |                    |                                   |                              |      |               |    |                |   |   |    |                |             |            |               |        |      |
|------------------------------|----------|---------|--------------------|-----------------------------------|------------------------------|------|---------------|----|----------------|---|---|----|----------------|-------------|------------|---------------|--------|------|
| Start Node                   | End Node | Element | Offset Begin - End | Route - MP                        | Section Length               | U/R  | Total Crashes | K  | Injury Crashes |   |   |    | Percent Injury | Annual HMVM | Crash Rate | Critical Rate | CRF    |      |
|                              |          |         |                    |                                   |                              |      |               |    | A              | B | C | PD |                |             |            |               |        |      |
| 17076                        | 17077    | 3106529 | 0 - 0.10           | 0026X - 5.90<br>ST RTE 26         | 0.10                         | 2    | 1             | 0  | 0              | 1 | 0 | 0  | 100.0          | 0.00361     | 92.40      | 519.21        | 0.00   |      |
| Int of GRAY RD LEIGHTON RD   |          |         |                    |                                   | Statewide Crash Rate: 208.16 |      |               |    |                |   |   |    |                |             |            |               |        |      |
| 17077                        | 17078    | 3106531 | 0 - 0.47           | 0026X - 6<br>ST RTE 26            | 0.47                         | 2    | 3             | 0  | 1              | 0 | 1 | 1  | 66.7           | 0.01710     | 58.47      | 362.49        | 0.00   |      |
| Int of GRAY RD MARSTON RD    |          |         |                    |                                   | Statewide Crash Rate: 208.16 |      |               |    |                |   |   |    |                |             |            |               |        |      |
| 17078                        | 17733    | 3943915 | 0 - 0.15           | 0026X - 6.47<br>ST RTE 26         | 0.15                         | 2    | 0             | 0  | 0              | 0 | 0 | 0  | 0.0            | 0.00544     | 0.00       | 468.40        | 0.00   |      |
| Int of GRAY RD MILL RD       |          |         |                    |                                   | Statewide Crash Rate: 208.16 |      |               |    |                |   |   |    |                |             |            |               |        |      |
| 17719                        | 17733    | 3096148 | 0 - 0.27           | 0540309 - 0.04<br>RD INV 05 40309 | 0.27                         | 2    | 0             | 0  | 0              | 0 | 0 | 0  | 0.0            | 0.00369     | 0.00       | 847.79        | 0.00   |      |
| Int of BROOK RD, MOUNTAIN RD |          |         |                    |                                   | Statewide Crash Rate: 401.90 |      |               |    |                |   |   |    |                |             |            |               |        |      |
| Study Years:                 |          | 3.00    |                    | Section Totals:                   |                              | 0.99 | 4             | 0  | 1              | 1 | 1 | 1  | 75.0           | 0.02984     | 44.68      | 357.67        | 0.12   |      |
|                              |          |         |                    |                                   | Grand Totals:                |      | 0.99          | 34 | 0              | 2 | 4 | 5  | 23             | 32.4        | 0.02984    | 379.81        | 487.31 | 0.78 |

## Crash Summary

### Section Details

| Start Node | End Node | Element | Offset<br>Begin - End | Route - MP     | Total<br>Crashes | K | Injury Crashes |   |   |    | Crash Report | Crash Date | Crash<br>Mile Point | Injury<br>Degree |
|------------|----------|---------|-----------------------|----------------|------------------|---|----------------|---|---|----|--------------|------------|---------------------|------------------|
|            |          |         |                       |                |                  |   | A              | B | C | PD |              |            |                     |                  |
| 17076      | 17077    | 3106529 | 0 - 0.10              | 0026X - 5.90   | 1                | 0 | 0              | 1 | 0 | 0  | 2015-16918   | 06/09/2015 | 5.95                | B                |
| 17077      | 17078    | 3106531 | 0 - 0.47              | 0026X - 6      | 3                | 0 | 1              | 0 | 1 | 1  | 2016-36902   | 12/13/2016 | 6.05                | A                |
|            |          |         |                       |                |                  |   |                |   |   |    | 2016-22001   | 07/15/2016 | 6.20                | PD               |
|            |          |         |                       |                |                  |   |                |   |   |    | 2015-45767   | 10/20/2015 | 6.39                | C                |
| 17078      | 17733    | 3943915 | 0 - 0.15              | 0026X - 6.47   | 0                | 0 | 0              | 0 | 0 | 0  |              |            |                     |                  |
| 17719      | 17733    | 3096148 | 0 - 0.27              | 0540309 - 0.04 | 0                | 0 | 0              | 0 | 0 | 0  |              |            |                     |                  |
| Totals:    |          |         |                       |                | 4                | 0 | 1              | 1 | 1 | 1  |              |            |                     |                  |

## Crash Summary II - Characteristics

### Crashes by Day and Hour

| Day Of Week   | AM          |          |          |          |          |          |          |          |          |          |          | PM          |          |          |          |          |          |          |          |          |          |          | Un       | Tot      |          |           |
|---------------|-------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----------|
|               | Hour of Day |          |          |          |          |          |          |          |          |          |          | Hour of Day |          |          |          |          |          |          |          |          |          |          |          |          |          |           |
|               | 12          | 1        | 2        | 3        | 4        | 5        | 6        | 7        | 8        | 9        | 10       | 11          | 12       | 1        | 2        | 3        | 4        | 5        | 6        | 7        | 8        | 9        | 10       | 11       |          |           |
| SUNDAY        | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0           | 0        | 0        | 0        | 0        | 3        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 3         |
| MONDAY        | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0           | 0        | 0        | 0        | 2        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 2         |
| TUESDAY       | 1           | 0        | 0        | 0        | 0        | 0        | 1        | 2        | 1        | 0        | 0        | 0           | 0        | 1        | 0        | 0        | 0        | 1        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 8         |
| WEDNESDAY     | 0           | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 2        | 0        | 0        | 0           | 0        | 0        | 0        | 1        | 0        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 5         |
| THURSDAY      | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 1        | 0        | 0        | 1           | 0        | 0        | 1        | 1        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 6         |
| FRIDAY        | 0           | 0        | 0        | 0        | 0        | 0        | 0        | 1        | 0        | 0        | 0        | 1           | 0        | 1        | 0        | 1        | 2        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 7         |
| SATURDAY      | 0           | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 0           | 0        | 0        | 0        | 1        | 0        | 1        | 0        | 0        | 0        | 0        | 0        | 0        | 0        | 3         |
| <b>Totals</b> | <b>1</b>    | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>2</b> | <b>4</b> | <b>4</b> | <b>0</b> | <b>0</b> | <b>2</b>    | <b>0</b> | <b>2</b> | <b>1</b> | <b>6</b> | <b>5</b> | <b>4</b> | <b>1</b> | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>34</b> |

### Vehicle Counts by Type

| Unit Type                                     | Total | Unit Type    | Total     |
|---|-------|--------------|-----------|
| 1-Passenger Car                               | 36    | 23-Bicyclist | 0         |
| 2-(Sport) Utility Vehicle                     | 15    | 24-Witness   | 4         |
| 3-Passenger Van                               | 4     | 25-Other     | 1         |
| 4-Cargo Van (10K lbs or Less)                 | 1     | <b>Total</b> | <b>76</b> |
| 5-Pickup                                      | 13    |              |           |
| 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)    | 1     |              |           |
| 17-Medium/Heavy Trucks (More than 10,000 lbs) | 1     |              |           |
| 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   | 9         | 25        | 4        | 0        | 0        | 0        | 38        |
| Ran Off Roadway  | 2         | 0         | 0        | 0        | 0        | 0        | 2         |
| Failed to Yield Right-of-Way   | 5         | 2         | 0        | 0        | 0        | 0        | 7         |
| Ran Red Light  | 2         | 0         | 0        | 0        | 0        | 0        | 2         |
| 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  | 0         | 2         | 0        | 0        | 0        | 0        | 2         |
| Improper Turn  | 1         | 0         | 0        | 0        | 0        | 0        | 1         |
| 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   | 9         | 0         | 0        | 0        | 0        | 0        | 9         |
| Failed to Keep in Proper Lane  | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner            | 0         | 1         | 1        | 0        | 0        | 0        | 2         |
| Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Over-Correcting/Over-Steering  | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Other Contributing Action  | 4         | 2         | 0        | 0        | 0        | 0        | 6         |
| Unknown  | 1         | 0         | 0        | 0        | 0        | 0        | 1         |
| <b>Total</b>   | <b>34</b> | <b>32</b> | <b>5</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>71</b> |

### Crashes by Apparent Physical Condition And Driver

| Apparent Physical Condition                      | Dr 1      | Dr 2      | Dr 3     | Dr 4     | Dr 5     | Other    | Total     |
|--|-----------|-----------|----------|----------|----------|----------|-----------|
| Apparently Normal                                | 32        | 32        | 5        | 0        | 0        | 0        | 69        |
| Physically Impaired or Handicapped               | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Emotional(Depressed, Angry, Disturbed, etc.)     | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Ill (Sick)                                       | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| Asleep or Fatigued                               | 1         | 0         | 0        | 0        | 0        | 0        | 1         |
| Under the Influence of Medications/Drugs/Alcohol | 1         | 0         | 0        | 0        | 0        | 0        | 1         |
| Other  | 0         | 0         | 0        | 0        | 0        | 0        | 0         |
| <b>Total</b>                                     | <b>34</b> | <b>32</b> | <b>5</b> | <b>0</b> | <b>0</b> | <b>0</b> | <b>71</b> |

### 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        | 6         | 0        | 0          | 0          | 0        | 6         |
| 20-24        | 7         | 0        | 0          | 0          | 0        | 7         |
| 25-29        | 9         | 0        | 0          | 0          | 0        | 9         |
| 30-39        | 14        | 0        | 0          | 0          | 0        | 14        |
| 40-49        | 10        | 0        | 0          | 0          | 0        | 10        |
| 50-59        | 16        | 0        | 0          | 0          | 0        | 16        |
| 60-69        | 7         | 0        | 0          | 0          | 0        | 7         |
| 70-79        | 2         | 0        | 0          | 0          | 0        | 2         |
| 80-Over      | 0         | 0        | 0          | 0          | 0        | 0         |
| Unknown      | 1         | 0        | 0          | 0          | 0        | 1         |
| <b>Total</b> | <b>72</b> | <b>0</b> | <b>0</b>   | <b>0</b>   | <b>0</b> | <b>72</b> |

## Crash Summary II - Characteristics

| Most Harmful Event  |       |  |           |
|---|-------|--|-----------|
| Most Harmful Event  | Total | Most Harmful Event                                   | Total     |
| 1-Overturn / Rollover   | 0     | 38-Other Fixed Object (wall, building, tunnel, etc.) | 1         |
| 2-Fire / Explosion  | 0     | 39-Unknown   | 32        |
| 3-Immersion   | 0     | 40-Gate or Cable                                     | 0         |
| 4-Jackknife   | 0     | 41-Pressure Ridge                                    | 0         |
| 5-Cargo / Equipment Loss Or Shift   | 0     |  |           |
| 6-Fell / Jumped from Motor Vehicle  | 0     | <b>Total</b>   | <b>71</b> |
| 7-Thrown or Falling Object  | 0     |  |           |
| 8-Other Non-Collision   | 0     |  |           |
| 9-Pedestrian  | 0     |  |           |
| 10-Pedalcycle   | 0     |  |           |
| 11-Railway Vehicle - Train, Engine  | 0     |  |           |
| 12-Animal   | 0     |  |           |
| 13-Motor Vehicle in Transport   | 31    |  |           |
| 14-Parked Motor Vehicle   | 1     |  |           |
| 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  | 4     |  |           |
| 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)  | 0     |  |           |
| 32-Utility Pole / Light Support   | 0     |  |           |
| 33-Traffic Sign Support   | 0     |  |           |
| 34-Traffic Signal Support   | 0     |  |           |
| 35-Fence  | 0     |  |           |
| 36-Mailbox  | 0     |  |           |
| 37-Other Post Pole or Support   | 0     |  |           |

| Traffic Control Devices           |           |  |
|-----------------------------------|-----------|--|
| Traffic Control Device            | Total     |  |
| 1-Traffic Signals (Stop & Go)     | 27        |  |
| 2-Traffic Signals (Flashing)      | 1         |  |
| 3-Advisory/Warning Sign           | 0         |  |
| 4-Stop Signs - All Approaches     | 0         |  |
| 5-Stop Signs - Other              | 1         |  |
| 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                           | 5         |  |
| 14-Other                          | 0         |  |
| <b>Total</b>                      | <b>34</b> |  |

| Injury Data   |                |                    |
|---------------|----------------|--------------------|
| Severity Code | Injury Crashes | Number Of Injuries |
| K             | 0              | 0                  |
| A             | 2              | 2                  |
| B             | 4              | 4                  |
| C             | 5              | 7                  |
| PD            | 23             | 0                  |
| <b>Total</b>  | <b>34</b>      | <b>13</b>          |

| Road Character   |           |
|------------------|-----------|
| Road Grade       | Total     |
| 1-Level          | 23        |
| 2-On Grade       | 10        |
| 3-Top of Hill    | 0         |
| 4-Bottom of Hill | 1         |
| 5-Other          | 0         |
| <b>Total</b>     | <b>34</b> |

| Light                     |           |
|---------------------------|-----------|
| Light Condition           | Total     |
| 1-Daylight                | 27        |
| 2-Dawn                    | 0         |
| 3-Dusk                    | 1         |
| 4-Dark - Lighted          | 3         |
| 5-Dark - Not Lighted      | 3         |
| 6-Dark - Unknown Lighting | 0         |
| 7-Unknown                 | 0         |
| <b>Total</b>              | <b>34</b> |

## Crash Summary II - Characteristics

### Crashes by Year and Month

| Month     | 2014 | 2015 | 2016 | Total |
|-----------|------|------|------|-------|
| JANUARY   | 3    | 0    | 0    | 3     |
| FEBRUARY  | 1    | 2    | 0    | 3     |
| MARCH     | 1    | 0    | 3    | 4     |
| APRIL     | 1    | 1    | 0    | 2     |
| MAY       | 1    | 1    | 0    | 2     |
| JUNE      | 1    | 1    | 0    | 2     |
| JULY      | 0    | 1    | 2    | 3     |
| AUGUST    | 1    | 0    | 0    | 1     |
| SEPTEMBER | 2    | 1    | 0    | 3     |
| OCTOBER   | 1    | 5    | 0    | 6     |
| NOVEMBER  | 0    | 1    | 1    | 2     |
| DECEMBER  | 2    | 0    | 1    | 3     |
| Total     | 14   | 13   | 7    | 34    |

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 | Traffic Circle-Roundabout | Total     |
|--------------------------|---------------|-------------|------------------------|-----------------------|-------------------------------|-----------|----------|--------------|----------|-------------|-------------|------------|-------------------|---------------------------|-----------|
| Object in Road           | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 0         |
| Rear End - Sideswipe     | 2             | 0           | 1                      | 18                    | 0                             | 1         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 22        |
| Head-on - Sideswipe      | 0             | 0           | 1                      | 0                     | 0                             | 0         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 1         |
| Intersection Movement    | 0             | 0           | 0                      | 9                     | 0                             | 0         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 9         |
| Pedestrians              | 0             | 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                         | 0         |
| Went Off Road            | 1             | 0           | 1                      | 0                     | 0                             | 0         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 2         |
| All Other Animal         | 0             | 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                         | 0         |
| Other                    | 0             | 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                         | 0         |
| Rollover                 | 0             | 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                         | 0         |
| Submersion               | 0             | 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                         | 0         |
| Bear                     | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 0         |
| Deer                     | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 0         |
| Moose                    | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 0         |
| Turkey                   | 0             | 0           | 0                      | 0                     | 0                             | 0         | 0        | 0            | 0        | 0           | 0           | 0          | 0                 | 0                         | 0         |
| <b>Total</b>             | <b>3</b>      | <b>0</b>    | <b>3</b>               | <b>27</b>             | <b>0</b>                      | <b>1</b>  | <b>0</b> | <b>0</b>     | <b>0</b> | <b>0</b>    | <b>0</b>    | <b>0</b>   | <b>0</b>          | <b>0</b>                  | <b>34</b> |

## Crash Summary II - Characteristics

### Crashes by Weather, Light Condition and Road Surface

| Weather<br>Light                | Dry | Ice/Frost | Mud, Dirt,<br>Gravel | Oil | Other | Sand | Slush | Snow | Unknown | Water<br>(Standing,<br>Moving) | Wet | Total |
|---------------------------------|-----|-----------|----------------------|-----|-------|------|-------|------|---------|--------------------------------|-----|-------|
| <b>Blowing Sand, Soil, Dirt</b> |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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     |
| <b>Blowing Snow</b>             |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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     |
| <b>Clear</b>                    |     |           |                      |     |       |      |       |      |         |                                |     |       |
| Dark - Lighted                  | 2   | 0         | 0                    | 0   | 0     | 0    | 0     | 1    | 0       | 0                              | 0   | 3     |
| 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                        | 16  | 0         | 0                    | 0   | 0     | 0    | 0     | 1    | 0       | 0                              | 0   | 17    |
| Dusk                            | 1   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 1     |
| Unknown                         | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| <b>Cloudy</b>                   |     |           |                      |     |       |      |       |      |         |                                |     |       |
| Dark - Lighted                  | 0   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 0   | 0     |
| Dark - Not Lighted              | 1   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 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                        | 6   | 0         | 0                    | 0   | 0     | 0    | 0     | 0    | 0       | 0                              | 2   | 8     |
| 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<br>Light         | Dry | Ice/Frost | Mud, Dirt,<br>Gravel | Oil | Other | Sand | Slush | Snow | Unknown | Water<br>(Standing,<br>Moving) | Wet | Total |
|--------------------------|-----|-----------|----------------------|-----|-------|------|-------|------|---------|--------------------------------|-----|-------|
| <b>Fog, Smog, Smoke</b>  |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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     |
| <b>Other</b>             |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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     |
| <b>Rain</b>              |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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     |
| <b>Severe Crosswinds</b> |     |           |                      |     |       |      |       |      |         |                                |     |       |
| 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<br>Light                              | Dry       | Ice/Frost | Mud, Dirt,<br>Gravel | Oil      | Other    | Sand     | Slush    | Snow     | Unknown  | Water<br>(Standing,<br>Moving) | Wet      | Total     |
|---|-----------|-----------|----------------------|----------|----------|----------|----------|----------|----------|--------------------------------|----------|-----------|
| <b>Sleet, Hail (Freezing Rain or Drizzle)</b> |           |           |                      |          |          |          |          |          |          |                                |          |           |
| 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         |
| <b>Snow</b>                                   |           |           |                      |          |          |          |          |          |          |                                |          |           |
| 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        | 1        | 1        | 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         |
| <b>TOTAL</b>                                  | <b>28</b> | <b>0</b>  | <b>0</b>             | <b>0</b> | <b>0</b> | <b>0</b> | <b>1</b> | <b>3</b> | <b>0</b> | <b>0</b>                       | <b>2</b> | <b>34</b> |

# Maine Crash Report Summary

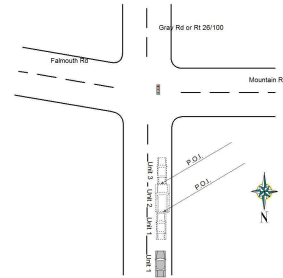
Crash Date: 2/27/2014      Time: 08:30      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 17733      Int of FALMOUTH RD GRAY RD      End Node: 0      Offset: 0  
                                  MOUNTAIN RD  
 OE Start Node: 17733      Int of FALMOUTH RD GRAY RD      OE End Node:  
                                  MOUNTAIN RD

|  |   |
|--|---|
| Type of Crash: 2 - Rear End / Sideswipe          | Type of Location: 4 - Four Leg Intersection |
| Weather: 1 - Clear                               | Light: 1 - Daylight                         |
| Road Grade: 1 - Level                            | Surface Condition: 1 - Dry                  |
| Traffic Control: 1 - Traffic Signals (Stop & Go) |   |
| Cont. Circ. Env 1 1 - None                       | Cont. Circ. Env 2                           |
| Cont. Circ. Road 1 1 - None                      | Cont. Circ. Road 2                          |

### Narrative

Unit 1 traveling south on Gray Road approaching Mountain Rd. Unit 3 and Unit 2 traveling south on Gray Rd are stationary at the traffic light located at the corner of Gray and Mountain Roads. According to the Operator of Unit 1, she took her eyes off the road to reach for her phone and struck the rear of Unit 2. Unit 2 was pushed forward and struck the rear bumper of Unit 3.

### Diagram



\*\*See attached photos\*\*

|   |   |
|---|---|
| <b>Unit: 1</b> Type: 1 - Passenger Car                      | Veh. Travel Dir.: 2 - Southbound                    |
| Most Damaged Area: 12 - Front                               | Most Harmful Event: 13 - Motor Vehicle in Transport |
| Pre-Crash Actions: 10 - Slowing in traffic                  | Contrib Circ. - Vehicle: 1 - None                   |
| Seq. Events 1: 21 - Motor Vehicle In Transport              | Seq. Events 2:                                      |
| Seq. Events 3:  | Seq. Events 4:                                      |
| Driver Distracted By: 3 - Other Activity, Electronic Device | Cond. at Time Crash: 1 - Apparently Normal          |
| Driver Action 1: 14 - Followed Too Closely                  | Driver Action 2:                                    |

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 21  | 2 - Female | 5 - No Injury |

|  |   |
|--|---|
| <b>Unit: 2</b> Type: 1 - Passenger Car         | Veh. Travel Dir.: 2 - Southbound                    |
| Most Damaged Area: 6 - Rear                    | Most Harmful Event: 13 - Motor Vehicle in Transport |
| Pre-Crash Actions: 11 - Stopped in traffic     | Contrib Circ. - Vehicle: 1 - None                   |
| Seq. Events 1: 21 - Motor Vehicle In Transport | Seq. Events 2:                                      |
| Seq. Events 3:                                 | Seq. Events 4:                                      |
| Driver Distracted By: 1 - Not Distracted       | Cond. at Time Crash: 1 - Apparently Normal          |
| Driver Action 1: 1 - No Contributing Action    | Driver Action 2:                                    |

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 25  | 2 - Female | 5 - No Injury |

|  |   |
|--|---|
| <b>Unit: 3</b> Type: 1 - Passenger Car         | Veh. Travel Dir.: 2 - Southbound                    |
| Most Damaged Area: 6 - Rear                    | Most Harmful Event: 13 - Motor Vehicle in Transport |
| Pre-Crash Actions: 11 - Stopped in traffic     | Contrib Circ. - Vehicle: 1 - None                   |
| Seq. Events 1: 21 - Motor Vehicle In Transport | Seq. Events 2:                                      |
| Seq. Events 3:                                 | Seq. Events 4:                                      |
| Driver Distracted By: 1 - Not Distracted       | Cond. at Time Crash: 1 - Apparently Normal          |
| Driver Action 1: 1 - No Contributing Action    | Driver Action 2:                                    |

# Maine Crash Report Summary

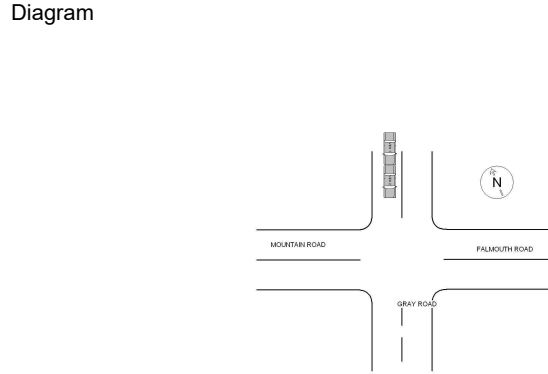
| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 35  | 2 - Female | 5 - No Injury |

# Maine Crash Report Summary

Crash Date: 5/13/2014      Time: 06:09      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 17733      Int of FALMOUTH RD GRAY RD      End Node: 0      Offset: 0  
                                  MOUNTAIN RD  
 OE Start Node: 17733      Int of FALMOUTH RD GRAY RD      OE End Node:  
                                  MOUNTAIN RD

|  |   |
|--|---|
| Type of Crash: 2 - Rear End / Sideswipe          | Type of Location: 4 - Four Leg Intersection |
| Weather: 1 - Clear                               | Light: 1 - Daylight                         |
| Road Grade: 2 - On Grade                         | Surface Condition: 1 - Dry                  |
| Traffic Control: 1 - Traffic Signals (Stop & Go) |   |
| Cont. Circ. Env 1 1 - None                       | Cont. Circ. Env 2                           |
| Cont. Circ. Road 1 1 - None                      | Cont. Circ. Road 2                          |

**Narrative**  
 On Tuesday, May 13, 2014 at 06:09:00, Patrolman Dennis Ryder responded to a crash at the intersection of GRAY RD and MOUNTAIN RD in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.



**Vehicles...**  
 Vehicle #1, operated by JORDAN TARBOX, DOB 6/5/1993 was southbound slowing in traffic and followed too closely. Vehicle #1 had no observable damage.

Vehicle #1 occupant(s) are listed below:  
 Driver: JORDAN TARBOX DOB 6/5/1993 Injury: No Injury

Vehicle #2, operated by ABBY JACOBS, DOB 11/16/1981 was southbound slowing in traffic. Vehicle #2 sustained minor damage to the...

|  |   |
|--|---|
| <b>Unit: 1</b> Type: 1 - Passenger Car         | Veh. Travel Dir.: 2 - Southbound                    |
| Most Damaged Area:                             | Most Harmful Event: 13 - Motor Vehicle in Transport |
| Pre-Crash Actions: 10 - Slowing in traffic     | Contrib Circ. - Vehicle: 1 - None                   |
| Seq. Events 1: 21 - Motor Vehicle In Transport | Seq. Events 2:                                      |
| Seq. Events 3:                                 | Seq. Events 4:                                      |
| Driver Distracted By: 1 - Not Distracted       | Cond. at Time Crash: 1 - Apparently Normal          |
| Driver Action 1: 14 - Followed Too Closely     | Driver Action 2:                                    |

| Person Type      | Age | Sex      | Injury Degree |
|------------------|-----|----------|---------------|
| 6 - Driver/Owner | 20  | 1 - Male | 5 - No Injury |

|  |   |
|--|---|
| <b>Unit: 2</b> Type: 1 - Passenger Car         | Veh. Travel Dir.: 2 - Southbound                    |
| Most Damaged Area: 6 - Rear                    | Most Harmful Event: 13 - Motor Vehicle in Transport |
| Pre-Crash Actions: 10 - Slowing in traffic     | Contrib Circ. - Vehicle: 1 - None                   |
| Seq. Events 1: 21 - Motor Vehicle In Transport | Seq. Events 2:                                      |
| Seq. Events 3:                                 | Seq. Events 4:                                      |
| Driver Distracted By: 1 - Not Distracted       | Cond. at Time Crash: 1 - Apparently Normal          |
| Driver Action 1: 1 - No Contributing Action    | Driver Action 2:                                    |

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 32  | 2 - Female | 5 - No Injury |

# STATE OF MAINE CRASH REPORT

Report Number

**14-11515**

Narrative / Diagram Supplemental

**On Tuesday, May 13, 2014 at 06:09:00, Patrolman Dennis Ryder responded to a crash at the intersection of GRAY RD and MOUNTAIN RD in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.**

## **Vehicles...**

**Vehicle #1, operated by JORDAN TARBOX, DOB 6/5/1993 was southbound slowing in traffic and followed too closely. Vehicle #1 had no observable damage.**

### **Vehicle #1 occupant(s) are listed below:**

**Driver: JORDAN TARBOX DOB 6/5/1993 Injury: No Injury**

**Vehicle #2, operated by ABBY JACOBS, DOB 11/16/1981 was southbound slowing in traffic. Vehicle #2 sustained minor damage to the rear.**

### **Vehicle #2 occupant(s) are listed below:**

**Driver: ABBY JACOBS DOB 11/16/1981 Injury: No Injury**

# Maine Crash Report Summary

Crash Date: 6/15/2014 Time: 16:00 City: Falmouth Street/Highway: Gray Rd  
 Start Node: 17733 Int of FALMOUTH RD GRAY RD End Node: 0 Offset: 0  
 MOUNTAIN RD  
 OE Start Node: OE End Node:

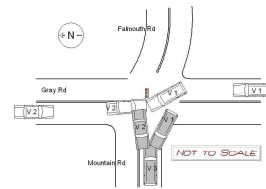
Type of Crash: 4 - Intersection Movement Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear Light: 1 - Daylight  
 Road Grade: 2 - On Grade Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None Cont. Circ. Road 2

**Narrative** **Diagram**

On Sunday, June 15, 2014 at 16:00:00, Patrolman Dan Austin responded to a crash at the intersection of Gray Rd and Mountain Rd in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.

**Vehicles...**

Vehicle #1, operated by Crystal Marie Dupont, DOB 7/23/1992 was northbound making left turn and failed to yield right-of-way. Vehicle #1 was towed due to disabling damage to the front.



Crystal Marie Dupont, DOB 7/23/1992 was given Citation # 3049663 for the followings violation(s):  
 Failure of left turning vehicle to yield right of way  
 Fail to produce evidence of insurance

**Vehicle #1 occupant(s) are listed...**

**Unit: 1** Type: 2 - (Sport) Utility Vehicle  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 6 - Making left turn  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3:  
 Driver Distracted By: 6 - Unknown if Distracted  
 Driver Action 1: 3 - Failed to Yield Right-of-Way

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 21  | 2 - Female | 5 - No Injury |

**Unit: 2** Type: 1 - Passenger Car  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 15 - Avoiding Vehicle Object, Pedestrian, Animal in Roadway  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 2 - Southbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type | Age | Sex        | Injury Degree       |
|-------------|-----|------------|---------------------|
| 1 - Driver  | 57  | 2 - Female | 4 - Possible Injury |

**Unit: 3** Type: 2 - (Sport) Utility Vehicle  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 50 - No Other Events  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 3 - Eastbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type | Age | Sex | Injury Degree |
|-------------|-----|-----|---------------|
|-------------|-----|-----|---------------|

# Maine Crash Report Summary

6 - Driver/Owner

42

1 - Male

5 - No Injury

2 - Passenger

43

2 - Female

2 - Incapacitating



# STATE OF MAINE CRASH REPORT

Report Number

**14-14589**

Narrative / Diagram Supplemental

**On Sunday, June 15, 2014 at 16:00:00, Patrolman Dan Austin responded to a crash at the intersection of Gray Rd and Mountain Rd in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.**

## **Vehicles...**

**Vehicle #1, operated by Crystal Marie Dupont, DOB 7/23/1992 was northbound making left turn and failed to yield right-of-way. Vehicle #1 was towed due to disabling damage to the front.**

**Crystal Marie Dupont, DOB 7/23/1992 was given Citation # 3049663 for the followings violation(s):  
Failure of left turning vehicle to yield right of way  
Fail to produce evidence of insurance**

## **Vehicle #1 occupant(s) are listed below:**

**Driver: Crystal Marie Dupont DOB 7/23/1992 Injury: No Injury**

**Vehicle #2, operated by Linda Rivard, DOB 1/31/1957 was southbound avoiding vehicle object, pedestrian, animal in roadway. Vehicle #2 was towed due to disabling damage to the front.**

## **Vehicle #2 occupant(s) are listed below:**

**Driver: Linda Rivard DOB 1/31/1957 Injury: Possible Injury**

**Vehicle #3, operated by Roray Putnam, DOB 2/15/1972 was eastbound stopped in traffic. Vehicle #3 was towed due to disabling damage to the front.**

## **Vehicle #3 occupant(s) are listed below:**

**Driver: Roray Putnam DOB 2/15/1972 Injury: No Injury**

**Passenger: Olida Arnoe DOB 5/8/1971 Injury: Incapacitating**

# Maine Crash Report Summary

Crash Date: 8/27/2014      Time: 08:57      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 17733      Int of FALMOUTH RD GRAY RD      End Node: 0      Offset: 0  
                                  MOUNTAIN RD  
 OE Start Node: 17079      No Info      OE End Node:

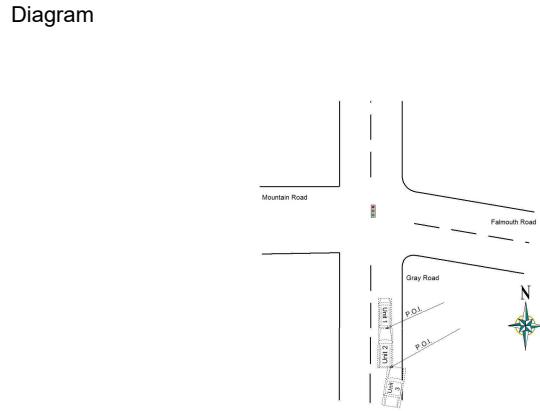
Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**

Unit 1 was stationary at a red light at the intersection of Gray and Falmouth Roads traveling North. Unit 2 was the same behind Unit 1. Unit 3(unknown) struck the rear of Unit 2 causing that vehicle to strike the rear of Unit 1.

Unit 3 fled the scene at a high rate of speed southbound towards Portland on Gray Rd. Witnesses indicated Unit 3 was an older model white sedan, possibly an Oldsmobile. Evidence extracted at scene confirms a third vehicle struck the rear of Unit 2.

There is an open criminal investigation at this time, but no suspect(s) at the time of this reporting.



**Unit: 1**      Type: 3 - Passenger Van      Veh. Travel Dir.: 1 - Northbound  
 Most Damaged Area: 6 - Rear      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 11 - Stopped in traffic      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

| Person Type | Age | Sex      | Injury Degree |
|-------------|-----|----------|---------------|
| 1 - Driver  | 29  | 1 - Male | 5 - No Injury |

**Unit: 2**      Type: 2 - (Sport) Utility Vehicle      Veh. Travel Dir.: 1 - Northbound  
 Most Damaged Area: 6 - Rear      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 11 - Stopped in traffic      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

| Person Type      | Age | Sex        | Injury Degree          |
|------------------|-----|------------|------------------------|
| 6 - Driver/Owner | 30  | 2 - Female | 3 - Non-Incapacitating |

**Unit: 3**      Type: 25 - Other      Veh. Travel Dir.:  
 Most Damaged Area:      Most Harmful Event:  
 Pre-Crash Actions:      Contrib Circ. - Vehicle:  
     Seq. Events 1:      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By:      Cond. at Time Crash:  
 Driver Action 1:      Driver Action 2:

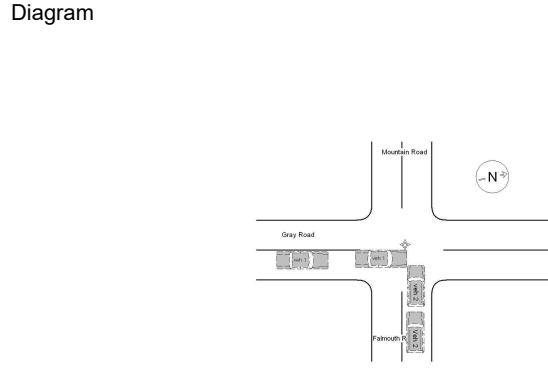
| Person Type | Age | Sex | Injury Degree |
|-------------|-----|-----|---------------|
|             |     |     |               |

# Maine Crash Report Summary

Crash Date: 9/23/2014      Time: 20:27      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 17733      Int of FALMOUTH RD GRAY RD      End Node: 0      Offset: 0  
                                  MOUNTAIN RD  
 OE Start Node: 17733      Int of FALMOUTH RD GRAY RD      OE End Node:  
                                  MOUNTAIN RD

|  |   |
|--|---|
| Type of Crash: 4 - Intersection Movement         | Type of Location: 4 - Four Leg Intersection |
| Weather: 1 - Clear                               | Light: 4 - Dark - Lighted                   |
| Road Grade: 1 - Level                            | Surface Condition: 1 - Dry                  |
| Traffic Control: 1 - Traffic Signals (Stop & Go) |   |
| Cont. Circ. Env 1 1 - None                       | Cont. Circ. Env 2                           |
| Cont. Circ. Road 1 1 - None                      | Cont. Circ. Road 2                          |

**Narrative**  
 On Tuesday, September 23, 2014 at 20:27:00, Patrolman Dennis Ryder responded to a crash at the intersection of GRAY RD and MOUNTAIN RD in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.



**Vehicles...**  
 Vehicle #1, operated by Amanda St.Peter, DOB 11/30/1979 was northbound other vehicle action and ran red light. Vehicle #1 sustained functional damage to the front. St.Peter said that she had been behind a vehicle that turned left onto Mountain Road. St.Peter said that she was stuck in the middle of the intersection with a red light.

Vehicle #1 occupant(s) are listed below:  
 Driver: Amanda Speter DOB 11/30/1979 Injury: No...

|   |  |
|---|--|
| <b>Unit: 1</b> Type: 1 - Passenger Car              | Veh. Travel Dir.: 1 - Northbound                           |
| Most Damaged Area: 12 - Front                       | Most Harmful Event: 18 - Impact Attenuator / Crash Cushion |
| Pre-Crash Actions: 30 - Other Vehicle Action        | Contrib Circ. - Vehicle: 1 - None                          |
| Seq. Events 1: 26 - Impact Attenuator/Crash Cushion | Seq. Events 2:   |
| Seq. Events 3:                                      | Seq. Events 4:   |
| Driver Distracted By: 1 - Not Distracted            | Cond. at Time Crash: 1 - Apparently Normal                 |
| Driver Action 1: 4 - Ran Red Light                  | Driver Action 2: 3 - Failed to Yield Right-of-Way          |

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 34  | 2 - Female | 5 - No Injury |

|   |  |
|---|--|
| <b>Unit: 2</b> Type: 1 - Passenger Car              | Veh. Travel Dir.: 4 - Westbound                            |
| Most Damaged Area: 11 - Front Driver Corner         | Most Harmful Event: 18 - Impact Attenuator / Crash Cushion |
| Pre-Crash Actions: 1 - Following roadway            | Contrib Circ. - Vehicle: 1 - None                          |
| Seq. Events 1: 26 - Impact Attenuator/Crash Cushion | Seq. Events 2:   |
| Seq. Events 3:                                      | Seq. Events 4:   |
| Driver Distracted By: 1 - Not Distracted            | Cond. at Time Crash: 1 - Apparently Normal                 |
| Driver Action 1: 1 - No Contributing Action         | Driver Action 2:   |

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 50  | 2 - Female | 5 - No Injury |
| 2 - Passenger    | 13  | 1 - Male   | 5 - No Injury |

# STATE OF MAINE CRASH REPORT

Report Number

**14-22822**

Narrative / Diagram Supplemental

**On Tuesday, September 23, 2014 at 20:27:00, Patrolman Dennis Ryder responded to a crash at the intersection of GRAY RD and MOUNTAIN RD in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.**

## **Vehicles...**

**Vehicle #1, operated by Amanda St.Peter, DOB 11/30/1979 was northbound other vehicle action and ran red light. Vehicle #1 sustained functional damage to the front. St.Peter said that she had been behind a vehicle that turned left onto Mountain Road. St.Peter said that she was stuck in the middle of the intersection with a red light.**

### **Vehicle #1 occupant(s) are listed below:**

**Driver: Amanda Stpeter DOB 11/30/1979 Injury: No Injury**

**Vehicle #2, operated by Maren Nagem, DOB 5/15/1964 was westbound following roadway. Vehicle #2 sustained functional damage to the front driver corner.**

### **Vehicle #2 occupant(s) are listed below:**

**Driver: Maren Nagem DOB 5/15/1964 Injury: No Injury**

**Passenger: Nathaniel Nagem DOB 1/9/2001 Injury: No Injury**

# Maine Crash Report Summary

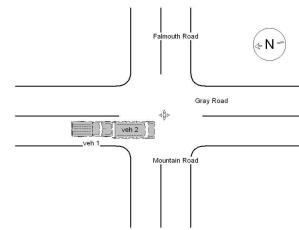
Crash Date: 10/9/2014      Time: 14:09      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 17733      Int of FALMOUTH RD GRAY RD      End Node: 0      Offset: 0  
                                  MOUNTAIN RD  
 OE Start Node: 17733      Int of FALMOUTH RD GRAY RD      OE End Node:  
                                  MOUNTAIN RD

|  |   |
|--|---|
| Type of Crash: 2 - Rear End / Sideswipe          | Type of Location: 4 - Four Leg Intersection |
| Weather: 1 - Clear                               | Light: 1 - Daylight                         |
| Road Grade: 2 - On Grade                         | Surface Condition: 1 - Dry                  |
| Traffic Control: 1 - Traffic Signals (Stop & Go) |   |
| Cont. Circ. Env 1 1 - None                       | Cont. Circ. Env 2                           |
| Cont. Circ. Road 1 1 - None                      | Cont. Circ. Road 2                          |

**Narrative**

On Thursday, October 09, 2014 at 14:09:00, Patrolman Dennis Ryder responded to a crash at the intersection of GRAY RD and MOUNTAIN RD in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.

**Diagram**



**Vehicles...**

Vehicle #1, operated by Carol Jacques, DOB 1/31/1950 was southbound slowing in traffic and followed too closely. Vehicle #1 sustained minor damage to the front.

**Vehicle #1 occupant(s) are listed below:**

Driver: Carol Jacques DOB 1/31/1950 Injury: No Injury  
 Passenger: Melissa Nute DOB 9/26/1984 Injury: No Injury

Vehicle #2, operated by Abraham Suhat, DOB 1/1/1960 was southbound stopped in traffic. Vehicle #2 sustained minor damage...

|   |  |
|---|--|
| <b>Unit: 1</b> Type: 5 - Pickup                     | Veh. Travel Dir.: 2 - Southbound                           |
| Most Damaged Area: 12 - Front                       | Most Harmful Event: 18 - Impact Attenuator / Crash Cushion |
| Pre-Crash Actions: 10 - Slowing in traffic          | Contrib Circ. - Vehicle: 1 - None                          |
| Seq. Events 1: 26 - Impact Attenuator/Crash Cushion | Seq. Events 2:   |
| Seq. Events 3:                                      | Seq. Events 4:   |
| Driver Distracted By: 6 - Unknown if Distracted     | Cond. at Time Crash: 1 - Apparently Normal                 |
| Driver Action 1: 14 - Followed Too Closely          | Driver Action 2:   |

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 64  | 2 - Female | 5 - No Injury |
| 2 - Passenger    | 30  | 2 - Female | 5 - No Injury |

|   |  |
|---|--|
| <b>Unit: 2</b> Type: 3 - Passenger Van              | Veh. Travel Dir.: 2 - Southbound                           |
| Most Damaged Area: 6 - Rear                         | Most Harmful Event: 18 - Impact Attenuator / Crash Cushion |
| Pre-Crash Actions: 11 - Stopped in traffic          | Contrib Circ. - Vehicle: 1 - None                          |
| Seq. Events 1: 26 - Impact Attenuator/Crash Cushion | Seq. Events 2:   |
| Seq. Events 3:                                      | Seq. Events 4:   |
| Driver Distracted By: 1 - Not Distracted            | Cond. at Time Crash: 1 - Apparently Normal                 |
| Driver Action 1: 1 - No Contributing Action         | Driver Action 2:   |

| Person Type      | Age | Sex      | Injury Degree |
|------------------|-----|----------|---------------|
| 6 - Driver/Owner | 54  | 1 - Male | 5 - No Injury |

# STATE OF MAINE CRASH REPORT

Report Number

**14-23977**

Narrative / Diagram Supplemental

**On Thursday, October 09, 2014 at 14:09:00, Patrolman Dennis Ryder responded to a crash at the intersection of GRAY RD and MOUNTAIN RD in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.**

## **Vehicles...**

**Vehicle #1, operated by Carol Jacques, DOB 1/31/1950 was southbound slowing in traffic and followed too closely. Vehicle #1 sustained minor damage to the front.**

### **Vehicle #1 occupant(s) are listed below:**

**Driver: Carol Jacques DOB 1/31/1950 Injury: No Injury**

**Passenger: Melissa Nute DOB 9/26/1984 Injury: No Injury**

**Vehicle #2, operated by Abraham Suhat, DOB 1/1/1960 was southbound stopped in traffic. Vehicle #2 sustained minor damage to the rear.**

### **Vehicle #2 occupant(s) are listed below:**

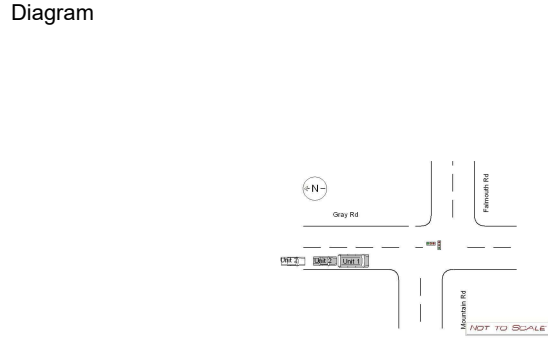
**Driver: Abraham Suhat DOB 1/1/1960 Injury: No Injury**

# Maine Crash Report Summary

Crash Date: 12/16/2014      Time: 07:54      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 17733      Int of FALMOUTH RD GRAY RD      End Node: 0      Offset: 0  
                                  MOUNTAIN RD  
 OE Start Node: 17733      Int of FALMOUTH RD GRAY RD      OE End Node:  
                                  MOUNTAIN RD

|  |   |
|--|---|
| Type of Crash: 2 - Rear End / Sideswipe          | Type of Location: 4 - Four Leg Intersection |
| Weather: 2 - Cloudy                              | Light: 1 - Daylight                         |
| Road Grade: 2 - On Grade                         | Surface Condition: 1 - Dry                  |
| Traffic Control: 1 - Traffic Signals (Stop & Go) |   |
| Cont. Circ. Env 1 1 - None                       | Cont. Circ. Env 2                           |
| Cont. Circ. Road 1 1 - None                      | Cont. Circ. Road 2                          |

**Narrative**  
 On Tuesday, December 16, 2014 at 07:54:00, Patrolman Steve Townsend responded to a crash at the intersection of GRAY RD and MOUNTAIN RD in Falmouth Maine. At the time of the crash, the weather was cloudy and the road surface was dry.



**Vehicles...**  
 Vehicle #1, operated by David Mcdonald, DOB 3/4/1987 was southbound starting in traffic. Vehicle #1 sustained functional damage to the rear.

Vehicle #1 occupant(s) are listed below:  
 Driver: David Mcdonald DOB 3/4/1987 Injury: No Injury

Vehicle #2, operated by Kathleen Roberts, DOB 12/27/1950 was southbound starting in traffic and operated motor vehicle in erratic, reckless, careless, negligent or aggressive manner....

|  |  |
|--|--|
| <b>Unit: 1</b> Type: 4 - Cargo Van (10K lbs or Less) | Veh. Travel Dir.: 2 - Southbound           |
| Most Damaged Area: 6 - Rear                          | Most Harmful Event: 39 - Unknown           |
| Pre-Crash Actions: 9 - Starting in traffic           | Contrib Circ. - Vehicle: 1 - None          |
| Seq. Events 1: 47 - Unknown                          | Seq. Events 2:                             |
| Seq. Events 3:                                       | Seq. Events 4:                             |
| Driver Distracted By: 1 - Not Distracted             | Cond. at Time Crash: 1 - Apparently Normal |
| Driver Action 1: 1 - No Contributing Action          | Driver Action 2:                           |

| Person Type | Age | Sex      | Injury Degree |
|-------------|-----|----------|---------------|
| 1 - Driver  | 27  | 1 - Male | 5 - No Injury |

|   |  |
|---|--|
| <b>Unit: 2</b> Type: 1 - Passenger Car  | Veh. Travel Dir.: 2 - Southbound           |
| Most Damaged Area: 12 - Front   | Most Harmful Event: 39 - Unknown           |
| Pre-Crash Actions: 9 - Starting in traffic  | Contrib Circ. - Vehicle: 1 - None          |
| Seq. Events 1: 47 - Unknown   | Seq. Events 2:                             |
| Seq. Events 3:  | Seq. Events 4:                             |
| Driver Distracted By: 5 - Outside the Vehicle (includes unspecified external distractions)                  | Cond. at Time Crash: 1 - Apparently Normal |
| Driver Action 1: 16 - Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner | Driver Action 2:                           |

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 63  | 2 - Female | 5 - No Injury |

# STATE OF MAINE CRASH REPORT

Report Number

**14-29061**

Narrative / Diagram Supplemental

**On Tuesday, December 16, 2014 at 07:54:00, Patrolman Steve Townsend responded to a crash at the intersection of GRAY RD and MOUNTAIN RD in Falmouth Maine. At the time of the crash, the weather was cloudy and the road surface was dry.**

## **Vehicles...**

**Vehicle #1, operated by David Mcdonald, DOB 3/4/1987 was southbound starting in traffic. Vehicle #1 sustained functional damage to the rear.**

**Vehicle #1 occupant(s) are listed below:**

**Driver: David Mcdonald DOB 3/4/1987 Injury: No Injury**

**Vehicle #2, operated by Kathleen Roberts, DOB 12/27/1950 was southbound starting in traffic and operated motor vehicle in erratic, reckless, careless, negligent or aggressive manner. Vehicle #2 sustained minor damage to the front.**

**Vehicle #2 occupant(s) are listed below:**

**Driver: Kathleen Roberts DOB 12/27/1950 Injury: No Injury**

**Both units stopped for red light. Light changed to green, both units started in traffic, unit two drove into rear of unit 1**

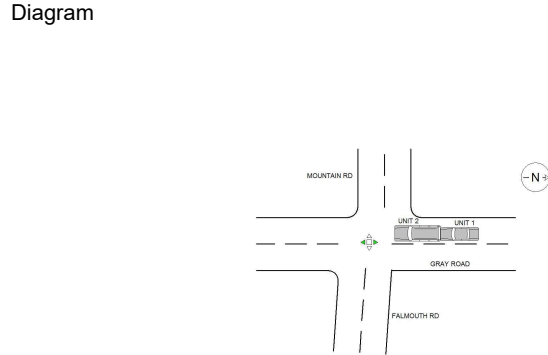


# Maine Crash Report Summary

Crash Date: 12/27/2014      Time: 17:45      City: Falmouth      Street/Highway: MOUNTAIN RD  
 Start Node: 17733      Int of FALMOUTH RD GRAY RD      End Node: 0      Offset: 0  
                                  MOUNTAIN RD  
 OE Start Node: 17733      Int of FALMOUTH RD GRAY RD      OE End Node:  
                                  MOUNTAIN RD

|  |   |
|--|---|
| Type of Crash: 2 - Rear End / Sideswipe          | Type of Location: 4 - Four Leg Intersection |
| Weather: 1 - Clear                               | Light: 5 - Dark - Not Lighted               |
| Road Grade: 1 - Level                            | Surface Condition: 1 - Dry                  |
| Traffic Control: 1 - Traffic Signals (Stop & Go) |   |
| Cont. Circ. Env 1 1 - None                       | Cont. Circ. Env 2                           |
| Cont. Circ. Road 1 1 - None                      | Cont. Circ. Road 2                          |

**Narrative**  
 Units 1 and 2 were stopped at traffic light southbound on Gray Rd at Mountain Rd. When light went to green, Unit 1 drove forward. Unit 2 had not started in traffic yet. Unit 1 ran into rear of Unit 2.



**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 9 - Starting in traffic  
     Seq. Events 1: 47 - Unknown  
     Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 20 - Unknown

Veh. Travel Dir.: 2 - Southbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type   | Age | Sex        | Injury Degree |
|---------------|-----|------------|---------------|
| 1 - Driver    | 22  | 2 - Female | 5 - No Injury |
| 2 - Passenger | 1   | 2 - Female | 5 - No Injury |

**Unit: 2**      Type: 2 - (Sport) Utility Vehicle  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
     Seq. Events 1: 47 - Unknown  
     Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 2 - Southbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

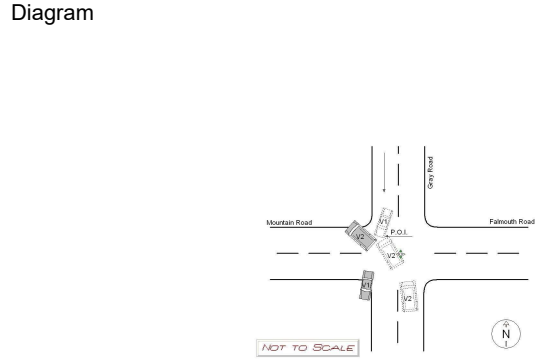
| Person Type   | Age | Sex        | Injury Degree |
|---------------|-----|------------|---------------|
| 1 - Driver    | 43  | 2 - Female | 5 - No Injury |
| 2 - Passenger | 14  | 2 - Female | 5 - No Injury |

# Maine Crash Report Summary

Crash Date: 4/12/2015      Time: 16:09      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 17733      Int of FALMOUTH RD GRAY RD      End Node: 0      Offset: 0  
                                  MOUNTAIN RD  
 OE Start Node: 17733      Int of FALMOUTH RD GRAY RD      OE End Node:  
                                  MOUNTAIN RD

|  |   |
|--|---|
| Type of Crash: 4 - Intersection Movement         | Type of Location: 4 - Four Leg Intersection |
| Weather: 1 - Clear                               | Light: 1 - Daylight                         |
| Road Grade: 2 - On Grade                         | Surface Condition: 1 - Dry                  |
| Traffic Control: 1 - Traffic Signals (Stop & Go) |   |
| Cont. Circ. Env 1 1 - None                       | Cont. Circ. Env 2                           |
| Cont. Circ. Road 1 1 - None                      | Cont. Circ. Road 2                          |

**Narrative**  
 On Sunday, April 12, 2015 at 16:09:00, Sgt Kevin Conger responded to a crash at the intersection of GRAY RD and MOUNTAIN RD in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.



**Vehicles...**  
 Vehicle #1, operated by Tania Zuckerman, DOB 8/13/1971 was southbound following roadway. Vehicle #1 was towed due to disabling damage to the front.

Vehicle #1 occupant(s) are listed below:  
 Driver: Tania Zuckerman DOB 8/13/1971 Injury: No Injury

Vehicle #2, operated by Susan Deliberto, DOB 3/13/1977 was westbound making left turn and failed to yield right-of-way. Vehicle #2 was towed due to disabling damage to the...

|  |   |
|--|---|
| <b>Unit: 1</b> Type: 1 - Passenger Car         | Veh. Travel Dir.: 2 - Southbound                    |
| Most Damaged Area: 12 - Front                  | Most Harmful Event: 13 - Motor Vehicle in Transport |
| Pre-Crash Actions: 1 - Following roadway       | Contrib Circ. - Vehicle: 1 - None                   |
| Seq. Events 1: 21 - Motor Vehicle In Transport | Seq. Events 2:                                      |
| Seq. Events 3:                                 | Seq. Events 4:                                      |
| Driver Distracted By: 1 - Not Distracted       | Cond. at Time Crash: 1 - Apparently Normal          |
| Driver Action 1: 1 - No Contributing Action    | Driver Action 2:                                    |

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 43  | 2 - Female | 5 - No Injury |

|   |   |
|---|---|
| <b>Unit: 2</b> Type: 3 - Passenger Van            | Veh. Travel Dir.: 4 - Westbound                     |
| Most Damaged Area: 12 - Front                     | Most Harmful Event: 13 - Motor Vehicle in Transport |
| Pre-Crash Actions: 6 - Making left turn           | Contrib Circ. - Vehicle: 1 - None                   |
| Seq. Events 1: 21 - Motor Vehicle In Transport    | Seq. Events 2:                                      |
| Seq. Events 3:                                    | Seq. Events 4:                                      |
| Driver Distracted By: 1 - Not Distracted          | Cond. at Time Crash: 1 - Apparently Normal          |
| Driver Action 1: 3 - Failed to Yield Right-of-Way | Driver Action 2:                                    |

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 38  | 2 - Female | 5 - No Injury |

# STATE OF MAINE CRASH REPORT

Report Number

15-8445

Narrative / Diagram Supplemental

**On Sunday, April 12, 2015 at 16:09:00, Sgt Kevin Conger responded to a crash at the intersection of GRAY RD and MOUNTAIN RD in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.**

## **Vehicles...**

**Vehicle #1, operated by Tania Zuckerman, DOB 8/13/1971 was southbound following roadway. Vehicle #1 was towed due to disabling damage to the front.**

**Vehicle #1 occupant(s) are listed below:**

**Driver: Tania Zuckerman DOB 8/13/1971 Injury: No Injury**

**Vehicle #2, operated by Susan Deliberto, DOB 3/13/1977 was westbound making left turn and failed to yield right-of-way. Vehicle #2 was towed due to disabling damage to the front.**

**Vehicle #2 occupant(s) are listed below:**

**Driver: Susan Deliberto DOB 3/13/1977 Injury: No Injury**

**Vehicle # 1 was southbound on Gray Road approaching the intersection. There was a green light so Vehicle # 1 proceeded through the intersection.**

**Vehicle # 2 was going to make a turn onto Mountain Road westbound and also had a green light. Vehicle # 2 made the left turn into the path of Vehicle # 1 and they collided in the middle of the intersection head on.**

**Both vehicles sustained heavy damage and were towed from the scene. There were no injuries.**

# Maine Crash Report Summary

Crash Date: 5/6/2015

Time: 15:33

City: Falmouth

Street/Highway: GRAY RD

Start Node: 17733

Int of FALMOUTH RD GRAY RD  
MOUNTAIN RD

End Node: 0

Offset: 0

OE Start Node: 17079

No Info

OE End Node:

Type of Crash: 2 - Rear End / Sideswipe

Type of Location: 4 - Four Leg Intersection

Weather: 1 - Clear

Light: 1 - Daylight

Road Grade: 1 - Level

Surface Condition: 1 - Dry

Traffic Control: 1 - Traffic Signals (Stop & Go)

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

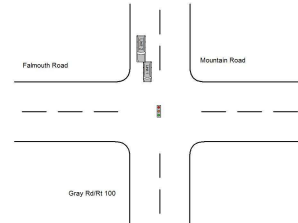
Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2

## Narrative

## Diagram

Units 1 and 2 both operating north on Gray Road and were stopped at red light at the intersection. A bus was preparing to turn south on Gray Road from Falmouth Road and Unit 1 backed up to give it more room to turn. Unit 1 said she only looked to her left side and not her right and didn't see Unit 2 who was going to turn right onto Falmouth Road.



**Unit: 1** Type: 3 - Passenger Van  
 Most Damaged Area: 5 - Rear Passenger Corner  
 Pre-Crash Actions: 20 - Backing  
 Seq. Events 1: 47 - Unknown  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 11 - Improper Backing

Veh. Travel Dir.: 2 - Southbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 45  | 2 - Female | 5 - No Injury |

**Unit: 2** Type: 2 - (Sport) Utility Vehicle  
 Most Damaged Area: 11 - Front Driver Corner  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 47 - Unknown  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 56  | 2 - Female | 5 - No Injury |

# Maine Crash Report Summary

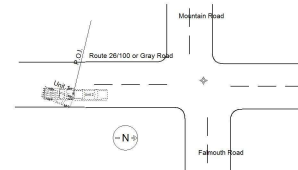
Crash Date: 7/20/2015      Time: 15:19      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 17733      Int of FALMOUTH RD GRAY RD      End Node: 0      Offset: 0  
    MOUNTAIN RD  
 OE Start Node: 17078      Int of GRAY RD MILL RD      OE End Node: 17079      No Info

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

### Narrative

Unit 2 traveling North on Route 26/100 sitting stationary at the red light at the corner of Rt26/100 and Mountain Rd. Unit 1 sitting stationary behind Unit 2 at the red light also traveling North. Operator of Unit 1 indicated he feel asleep while waiting at the light, rolled into Unit 2, panicked and applied the accelerator, causing further damage to Unit 2.

### Diagram



### Unit: 1      Type: 5 - Pickup

Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 19 - Other Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 5 - Asleep or Fatigued  
 Driver Action 2:

| Person Type      | Age | Sex      | Injury Degree |
|------------------|-----|----------|---------------|
| 6 - Driver/Owner | 20  | 1 - Male | 5 - No Injury |

### Unit: 2      Type: 1 - Passenger Car

Most Damaged Area: 5 - Rear Passenger Corner  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type      | Age | Sex      | Injury Degree |
|------------------|-----|----------|---------------|
| 6 - Driver/Owner | 64  | 1 - Male | 5 - No Injury |

# Maine Crash Report Summary

Crash Date: 9/2/2015      Time: 06:50      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 17733      Int of FALMOUTH RD GRAY RD      End Node: 0      Offset: 0  
                                  MOUNTAIN RD  
 OE Start Node: 17079      No Info      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**      **Diagram**

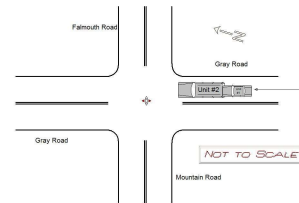
On Wednesday, September 02, 2015 at 06:50:00, Sgt James Estabrook responded to a crash at the intersection of GRAY RD and GRAY RD in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.

**Vehicles...**

Vehicle #1, operated by HARVEY WILLIAMS, DOB 5/25/1987 was northbound following roadway and followed too closely. Vehicle #1 was towed due to disabling damage to the front.

Vehicle #1 occupant(s) are listed below:  
 Driver: HARVEY WILLIAMS DOB 5/25/1987 Injury: No Injury

Vehicle #2, operated by SAMUEL COFONE, DOB 7/5/1963 was northbound stopped in traffic. Vehicle #2 sustained minor damage...



**Unit: 1**      Type: 1 - Passenger Car      Veh. Travel Dir.: 1 - Northbound  
 Most Damaged Area: 12 - Front      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 1 - Following roadway      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 4 - Other Inside the Vehicle (eating, personal hygiene, etc.)      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 14 - Followed Too Closely      Driver Action 2: 1 - No Contributing Action

| Person Type      | Age | Sex      | Injury Degree |
|------------------|-----|----------|---------------|
| 6 - Driver/Owner | 28  | 1 - Male | 5 - No Injury |

**Unit: 2**      Type: 2 - (Sport) Utility Vehicle      Veh. Travel Dir.: 1 - Northbound  
 Most Damaged Area: 6 - Rear      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 11 - Stopped in traffic      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

| Person Type | Age | Sex      | Injury Degree |
|-------------|-----|----------|---------------|
| 1 - Driver  | 52  | 1 - Male | 5 - No Injury |

# STATE OF MAINE CRASH REPORT

Report Number

**15-019773**

Narrative / Diagram Supplemental

**On Wednesday, September 02, 2015 at 06:50:00, Sgt James Estabrook responded to a crash at the intersection of GRAY RD and GRAY RD in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.**

## **Vehicles...**

**Vehicle #1, operated by HARVEY WILLIAMS, DOB 5/25/1987 was northbound following roadway and followed too closely. Vehicle #1 was towed due to disabling damage to the front.**

### **Vehicle #1 occupant(s) are listed below:**

**Driver: HARVEY WILLIAMS DOB 5/25/1987 Injury: No Injury**

**Vehicle #2, operated by SAMUEL COFONE, DOB 7/5/1963 was northbound stopped in traffic. Vehicle #2 sustained minor damage to the rear.**

### **Vehicle #2 occupant(s) are listed below:**

**Driver: SAMUEL COFONE DOB 7/5/1963 Injury: No Injury**

# Maine Crash Report Summary

Crash Date: 10/23/2015      Time: 07:09      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 17733      Int of FALMOUTH RD GRAY RD      End Node: 0      Offset: 0  
                                  MOUNTAIN RD  
 OE Start Node: 17079      No Info      OE End Node:

Type of Crash: 4 - Intersection Movement      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 2 - On Grade      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**      **Diagram**

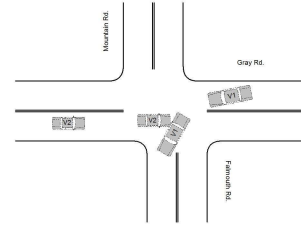
On Friday, October 23, 2015 at 07:09:00, Patrolman Matthew Fulmer responded to a crash at the intersection of GRAY RD and GRAY RD in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.

**Vehicles...**

Vehicle #1, operated by Nicolette Centanni, DOB 2/12/1981 was eastbound making left turn and failed to yield right-of-way. Vehicle #1 sustained functional damage to the rear passenger corner.

Vehicle #1 occupant(s) are listed below:  
 Driver: Nicolette Centanni DOB 2/12/1981 Injury: No Injury

Vehicle #2, operated by James Berthiaume, DOB 3/28/1994 was northbound following roadway. Vehicle #2 sustained minor damage to the front passenger...



**Unit: 1**      Type: 1 - Passenger Car      Veh. Travel Dir.: 3 - Eastbound  
 Most Damaged Area: 5 - Rear Passenger Corner      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 6 - Making left turn      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 3 - Failed to Yield Right-of-Way      Driver Action 2:

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 34  | 2 - Female | 5 - No Injury |

**Unit: 2**      Type: 1 - Passenger Car      Veh. Travel Dir.: 1 - Northbound  
 Most Damaged Area: 1 - Front Passenger Corner      Most Harmful Event: 13 - Motor Vehicle in Transport  
 Pre-Crash Actions: 1 - Following roadway      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 21 - Motor Vehicle In Transport      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

| Person Type      | Age | Sex      | Injury Degree |
|------------------|-----|----------|---------------|
| 6 - Driver/Owner | 21  | 1 - Male | 5 - No Injury |



# STATE OF MAINE CRASH REPORT

Report Number

**15-26819**

Narrative / Diagram Supplemental

**On Friday, October 23, 2015 at 07:09:00, Patrolman Matthew Fulmer responded to a crash at the intersection of GRAY RD and GRAY RD in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.**

## **Vehicles...**

**Vehicle #1, operated by Nicolette Centanni, DOB 2/12/1981 was eastbound making left turn and failed to yield right-of-way. Vehicle #1 sustained functional damage to the rear passenger corner.**

### **Vehicle #1 occupant(s) are listed below:**

**Driver: Nicolette Centanni DOB 2/12/1981 Injury: No Injury**

**Vehicle #2, operated by James Berthiaume, DOB 3/28/1994 was northbound following roadway. Vehicle #2 sustained minor damage to the front passenger corner.**

### **Vehicle #2 occupant(s) are listed below:**

**Driver: James Berthiaume DOB 3/28/1994 Injury: No Injury**

# Maine Crash Report Summary

Crash Date: 10/24/2015      Time: 01:01      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 17733      Int of FALMOUTH RD GRAY RD      End Node: 0      Offset: 0  
                                  MOUNTAIN RD  
 OE Start Node: 17079      No Info      OE End Node:

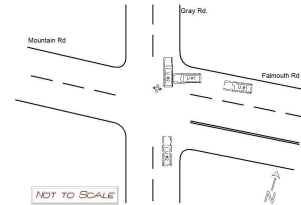
Type of Crash: 4 - Intersection Movement      Type of Location: 4 - Four Leg Intersection  
 Weather: 2 - Cloudy      Light: 5 - Dark - Not Lighted  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 2 - Traffic Signals (Flashing)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

### Narrative

Unit #2 was driving northbound on Gray Rd. Unit #1 was driving Westbound on Falmouth Rd. Unit #1 failed to stop for the flashing red light at the intersection of Falmouth and Gray Rd. Unit #2 had a flashing yellow light. Unit #1 struck Unit #2 in the intersection, causing damage to both vehicles.

The reporting Officer was directly behind Unit #2, and witnessed the accident.

### Diagram



**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 1 - Following roadway  
 Seq. Events 1: 47 - Unknown  
 Seq. Events 3:  
 Driver Distracted By: 6 - Unknown if Distracted  
 Driver Action 1: 4 - Ran Red Light

Veh. Travel Dir.: 4 - Westbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 38  | 2 - Female | 5 - No Injury |
| 2 - Passenger    | 37  | 1 - Male   | 5 - No Injury |

**Unit: 2**      Type: 2 - (Sport) Utility Vehicle  
 Most Damaged Area: 3 - Center Passenger Side  
 Pre-Crash Actions: 1 - Following roadway  
 Seq. Events 1: 47 - Unknown  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type | Age | Sex      | Injury Degree |
|-------------|-----|----------|---------------|
| 1 - Driver  | 50  | 1 - Male | 5 - No Injury |

# Maine Crash Report Summary

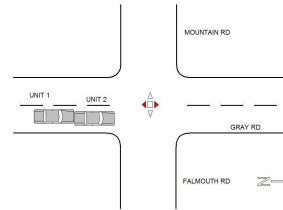
Crash Date: 10/24/2015      Time: 15:50      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 17733      Int of FALMOUTH RD GRAY RD      End Node: 0      Offset: 0  
                                  MOUNTAIN RD  
 OE Start Node: 17079      No Info      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 2 - Cloudy      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**

Unit 2 was stopped at red light on Gray Road (Gray and Falmouth Rd intersection). Unit 1 was traveling behind Unit 2 and drove into rear of Unit 2. Unknown if operator of Unit 1 was distracted or just did not see Unit 2 stopped. Neither vehicle had reportable damage but operator of Unit 2 reported neck pain and soreness.

**Diagram**



**Unit: 1**      Type: 1 - Passenger Car

Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 1 - Following roadway  
 Seq. Events 1: 47 - Unknown  
 Seq. Events 3:

Driver Distracted By: 6 - Unknown if Distracted  
 Driver Action 1: 19 - Other Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 33  | 1 - Male   | 5 - No Injury |
| 2 - Passenger    | 5   | 1 - Male   | 5 - No Injury |
| 2 - Passenger    | 2   | 2 - Female | 5 - No Injury |

**Unit: 2**      Type: 1 - Passenger Car

Most Damaged Area:  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 47 - Unknown  
 Seq. Events 3:

Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type      | Age | Sex        | Injury Degree       |
|------------------|-----|------------|---------------------|
| 6 - Driver/Owner | 32  | 2 - Female | 4 - Possible Injury |
| 2 - Passenger    | 3   | 2 - Female | 5 - No Injury       |

# Maine Crash Report Summary

Crash Date: 11/6/2015      Time: 16:25      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 17733      Int of FALMOUTH RD GRAY RD      End Node: 0      Offset: 0  
                                  MOUNTAIN RD  
 OE Start Node: 17078      Int of GRAY RD MILL RD      OE End Node: 17079      No Info

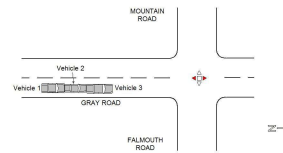
Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

### Narrative

Vehicle 1 was traveling north on Gray Road. Vehicle 2 was waiting in line of traffic behind Vehicle 3. There were cars also waiting in traffic in front of Vehicle 3. Vehicle 1 struck Vehicle 2 which pushed it forward causing it to strike Vehicle 3.

Accident caused by Vehicle 1, the other vehicles had no contributing actions in the crash.

### Diagram



**Unit: 1**      Type: 1 - Passenger Car  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 1 - Following roadway  
 Seq. Events 1: 47 - Unknown  
 Seq. Events 3:  
 Driver Distracted By: 6 - Unknown if Distracted  
 Driver Action 1: 19 - Other Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type | Age | Sex        | Injury Degree |
|-------------|-----|------------|---------------|
| 1 - Driver  | 28  | 2 - Female | 5 - No Injury |

**Unit: 2**      Type: 1 - Passenger Car  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 47 - Unknown  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 39 - Unknown  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type | Age | Sex      | Injury Degree |
|-------------|-----|----------|---------------|
| 1 - Driver  | 52  | 1 - Male | 5 - No Injury |

**Unit: 3**      Type: 2 - (Sport) Utility Vehicle  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 11 - Stopped in traffic  
 Seq. Events 1: 47 - Unknown  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 38 - Other Fixed Object (wall, building, tunnel, etc.)  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

# Maine Crash Report Summary

| Person Type      | Age | Sex        | Injury Degree |
|------------------|-----|------------|---------------|
| 6 - Driver/Owner | 59  | 2 - Female | 5 - No Injury |

# Maine Crash Report Summary

Crash Date: 3/11/2016      Time: 17:34      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 17733      Int of FALMOUTH RD GRAY RD      End Node: 0      Offset: 0  
                                  MOUNTAIN RD  
 OE Start Node: 17079      No Info      OE End Node:

Type of Crash: 4 - Intersection Movement      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 3 - Dusk  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**      **Diagram**

On Friday, March 11, 2016 at 17:34:00, Patrolman Alex Beaton responded to a crash at the intersection of GRAY RD and GRAY RD in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.

**Vehicles...**

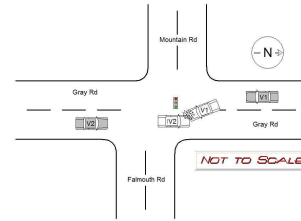
Vehicle #1, operated by Ian Madden, DOB 8/20/1999 was southbound making left turn and failed to yield right-of-way. Vehicle #1 was towed due to disabling damage to the front.

**Vehicle #1 occupant(s) are listed below:**

Driver: Ian Madden DOB 8/20/1999 Injury: No Injury  
 Passenger: Jeanne Madden DOB 1/18/1971 Injury: No

**Injury**

Passenger: Katie Madden DOB 8/13/2002 Injury: No...



**Unit: 1**      Type: 1 - Passenger Car      Veh. Travel Dir.: 2 - Southbound  
 Most Damaged Area: 12 - Front      Most Harmful Event: 39 - Unknown  
 Pre-Crash Actions: 6 - Making left turn      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 50 - No Other Events      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 3 - Failed to Yield Right-of-Way      Driver Action 2:

| Person Type   | Age | Sex        | Injury Degree |
|---------------|-----|------------|---------------|
| 1 - Driver    | 16  | 1 - Male   | 5 - No Injury |
| 2 - Passenger | 45  | 2 - Female | 5 - No Injury |
| 2 - Passenger | 13  | 2 - Female | 5 - No Injury |

**Unit: 2**      Type: 1 - Passenger Car      Veh. Travel Dir.: 1 - Northbound  
 Most Damaged Area: 12 - Front      Most Harmful Event: 39 - Unknown  
 Pre-Crash Actions: 1 - Following roadway      Contrib Circ. - Vehicle: 1 - None  
     Seq. Events 1: 50 - No Other Events      Seq. Events 2:  
     Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

| Person Type | Age | Sex        | Injury Degree       |
|-------------|-----|------------|---------------------|
| 1 - Driver  | 26  | 2 - Female | 4 - Possible Injury |

# STATE OF MAINE CRASH REPORT

Report Number

16-6542

Narrative / Diagram Supplemental

**On Friday, March 11, 2016 at 17:34:00, Patrolman Alex Beaton responded to a crash at the intersection of GRAY RD and GRAY RD in Falmouth Maine. At the time of the crash, the weather was clear and the road surface was dry.**

## **Vehicles...**

**Vehicle #1, operated by Ian Madden, DOB 8/20/1999 was southbound making left turn and failed to yield right-of-way. Vehicle #1 was towed due to disabling damage to the front.**

### **Vehicle #1 occupant(s) are listed below:**

**Driver: Ian Madden DOB 8/20/1999 Injury: No Injury**

**Passenger: Jeanne Madden DOB 1/18/1971 Injury: No Injury**

**Passenger: Katie Madden DOB 8/13/2002 Injury: No Injury**

**Vehicle #2, operated by Caroline Palmatier, DOB 11/10/1989 was northbound following roadway. Vehicle #2 was towed due to disabling damage to the front.**

### **Vehicle #2 occupant(s) are listed below:**

**Driver: Caroline Palmatier DOB 11/10/1989 Injury: Possible Injury**

# Maine Crash Report Summary

Crash Date: 3/17/2016      Time: 15:54      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 17733      Int of FALMOUTH RD GRAY RD      End Node: 0      Offset: 0  
                                  MOUNTAIN RD  
 OE Start Node: 17078      Int of GRAY RD MILL RD      OE End Node: 17079      No Info

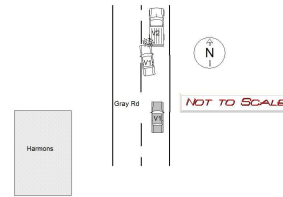
Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 2 - Cloudy      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**      **Diagram**

On Thursday, March 17, 2016 at 15:54:00, Patrolman Alex Beaton responded to a crash on GRAY RD approximately 382 feet North of MILL RD in Falmouth Maine. At the time of the crash, the weather was cloudy and the road surface was dry.

**Vehicles...**

Vehicle #1, operated by Garison Murrell, DOB 3/30/1946 was northbound following roadway and followed too closely. Vehicle #1 was towed due to disabling damage to the front passenger corner.



**Vehicle #1 occupant(s) are listed below:**

Driver: Garison Murrell DOB 3/30/1946 Injury: Possible

**Injury**

Vehicle #2, operated by Richard Witham, DOB 5/23/1951 was...

**Unit: 1**      Type: 1 - Passenger Car      Veh. Travel Dir.: 1 - Northbound  
 Most Damaged Area: 1 - Front Passenger Corner      Most Harmful Event: 39 - Unknown  
 Pre-Crash Actions: 1 - Following roadway      Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 1: 50 - No Other Events      Seq. Events 2:  
 Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 6 - Unknown if Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 14 - Followed Too Closely      Driver Action 2:

| Person Type      | Age | Sex      | Injury Degree       |
|------------------|-----|----------|---------------------|
| 6 - Driver/Owner | 69  | 1 - Male | 4 - Possible Injury |

**Unit: 2**      Type: 1 - Passenger Car      Veh. Travel Dir.: 1 - Northbound  
 Most Damaged Area: 6 - Rear      Most Harmful Event: 39 - Unknown  
 Pre-Crash Actions: 11 - Stopped in traffic      Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 1: 50 - No Other Events      Seq. Events 2:  
 Seq. Events 3:      Seq. Events 4:  
 Driver Distracted By: 1 - Not Distracted      Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 1: 1 - No Contributing Action      Driver Action 2:

| Person Type      | Age | Sex      | Injury Degree       |
|------------------|-----|----------|---------------------|
| 6 - Driver/Owner | 64  | 1 - Male | 4 - Possible Injury |



# STATE OF MAINE CRASH REPORT

Report Number

**16-7347**

Narrative / Diagram Supplemental

**On Thursday, March 17, 2016 at 15:54:00, Patrolman Alex Beaton responded to a crash on GRAY RD approximately 382 feet North of MILL RD in Falmouth Maine. At the time of the crash, the weather was cloudy and the road surface was dry.**

## **Vehicles...**

**Vehicle #1, operated by Garison Murrell, DOB 3/30/1946 was northbound following roadway and followed too closely. Vehicle #1 was towed due to disabling damage to the front passenger corner.**

**Vehicle #1 occupant(s) are listed below:**

**Driver: Garison Murrell DOB 3/30/1946 Injury: Possible Injury**

**Vehicle #2, operated by Richard Witham, DOB 5/23/1951 was northbound stopped in traffic. Vehicle #2 sustained functional damage to the rear.**

**Vehicle #2 occupant(s) are listed below:**

**Driver: Richard Witham DOB 5/23/1951 Injury: Possible Injury**

# Maine Crash Report Summary

Crash Date: 7/6/2016

Time: 08:05

City: Falmouth

Street/Highway: Gray Road

Start Node: 17733

Int of FALMOUTH RD GRAY RD  
MOUNTAIN RD

End Node: 0

Offset: 0

OE Start Node:

OE End Node:

Type of Crash: 2 - Rear End / Sideswipe

Type of Location: 4 - Four Leg Intersection

Weather: 1 - Clear

Light: 1 - Daylight

Road Grade: 1 - Level

Surface Condition: 1 - Dry

Traffic Control: 1 - Traffic Signals (Stop & Go)

Cont. Circ. Env 1 1 - None

Cont. Circ. Env 2

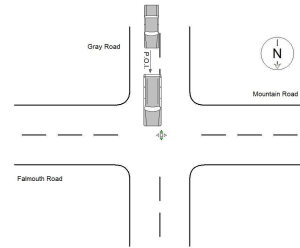
Cont. Circ. Road 1 1 - None

Cont. Circ. Road 2

## Narrative

Both vehicles were operating north bound on Gray Road (Rt 100). Vehicle 1 was stopped in traffic at the intersection to make a left turn onto Mountain Road. Operator of Veh 2 did not stop and ran into the rear of Veh 1. Operator of Veh 2 does not remember what happened prior to the accident.

## Diagram



**Unit: 1** Type: 2 - (Sport) Utility Vehicle

Most Damaged Area: 6 - Rear

Pre-Crash Actions: 11 - Stopped in traffic

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 1 - Not Distracted

Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

| Person Type      | Age | Sex      | Injury Degree |
|------------------|-----|----------|---------------|
| 6 - Driver/Owner | 35  | 1 - Male | 5 - No Injury |

**Unit: 2** Type: 1 - Passenger Car

Most Damaged Area: 12 - Front

Pre-Crash Actions: 1 - Following roadway

Seq. Events 1: 21 - Motor Vehicle In Transport

Seq. Events 3:

Driver Distracted By: 1 - Not Distracted

Driver Action 1: 3 - Failed to Yield Right-of-Way

Veh. Travel Dir.: 1 - Northbound

Most Harmful Event: 13 - Motor Vehicle in Transport

Contrib Circ. - Vehicle: 1 - None

Seq. Events 2:

Seq. Events 4:

Cond. at Time Crash: 1 - Apparently Normal

Driver Action 2:

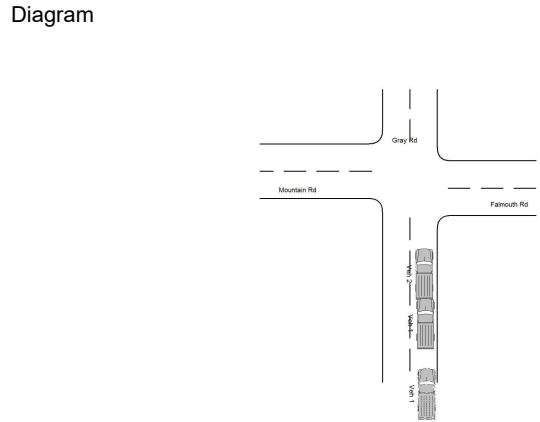
| Person Type      | Age | Sex        | Injury Degree          |
|------------------|-----|------------|------------------------|
| 6 - Driver/Owner | 50  | 2 - Female | 3 - Non-Incapacitating |

# Maine Crash Report Summary

Crash Date: 11/7/2016      Time: 15:46      City: Falmouth      Street/Highway: GRAY RD  
 Start Node: 17733      Int of FALMOUTH RD GRAY RD      End Node: 0      Offset: 0  
                                  MOUNTAIN RD  
 OE Start Node: 17079      No Info      OE End Node:

Type of Crash: 2 - Rear End / Sideswipe      Type of Location: 4 - Four Leg Intersection  
 Weather: 1 - Clear      Light: 1 - Daylight  
 Road Grade: 1 - Level      Surface Condition: 1 - Dry  
 Traffic Control: 1 - Traffic Signals (Stop & Go)  
 Cont. Circ. Env 1 1 - None      Cont. Circ. Env 2  
 Cont. Circ. Road 1 1 - None      Cont. Circ. Road 2

**Narrative**  
 Veh 1 and 2 Northbound on Gray Rd. Veh 2 stopped in a line of cars for a car turning left onto Mountain Rd. Veh 1's operator did not notice Veh 2 stopping in front of him. Veh 1 struck Veh 2 in the rear.



**Unit: 1**      Type: 5 - Pickup  
 Most Damaged Area: 12 - Front  
 Pre-Crash Actions: 1 - Following roadway  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 14 - Followed Too Closely

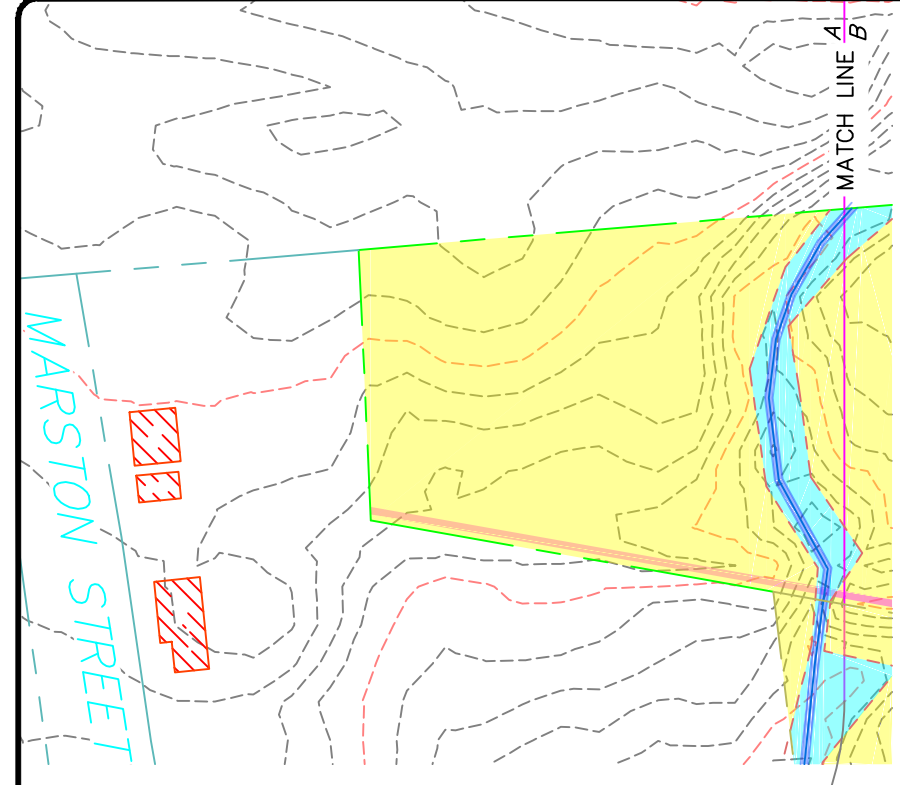
Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type | Age | Sex      | Injury Degree |
|-------------|-----|----------|---------------|
| 1 - Driver  | 51  | 1 - Male | 5 - No Injury |

**Unit: 2**      Type: 5 - Pickup  
 Most Damaged Area: 6 - Rear  
 Pre-Crash Actions: 10 - Slowing in traffic  
 Seq. Events 1: 21 - Motor Vehicle In Transport  
 Seq. Events 3:  
 Driver Distracted By: 1 - Not Distracted  
 Driver Action 1: 1 - No Contributing Action

Veh. Travel Dir.: 1 - Northbound  
 Most Harmful Event: 13 - Motor Vehicle in Transport  
 Contrib Circ. - Vehicle: 1 - None  
 Seq. Events 2:  
 Seq. Events 4:  
 Cond. at Time Crash: 1 - Apparently Normal  
 Driver Action 2:

| Person Type      | Age | Sex      | Injury Degree |
|------------------|-----|----------|---------------|
| 6 - Driver/Owner | 43  | 1 - Male | 5 - No Injury |



**GENERAL NOTES:**

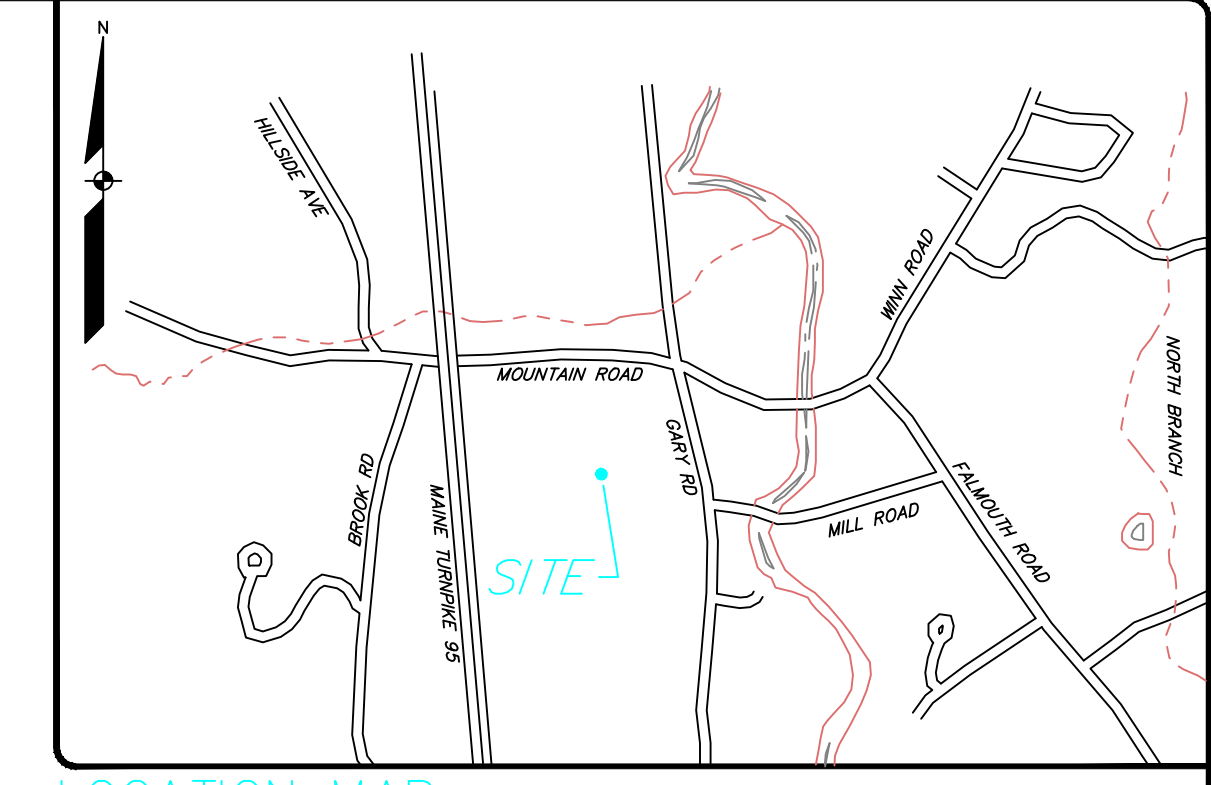
- THE RECORD OWNERS OF THE PARCELS ARE MAURICE C HOTHEM LIVING TRUST AND PATRICIA Y HOTHEM LIVING TRUST BY DEEDS RECORDED IN THE CUMBERLAND COUNTY REGISTRY OF DEEDS (CORD) AS SHOWN HEREON.
- THE PROPERTIES ARE SHOWN ON THE TOWN OF FALMOUTH TAX MAPS AS FOLLOWS: MAP U42 LOT 015, AND MAP R07 LOTS 157, 158, 158A, AND MAP U43 LOT 010B.
- TOTAL AREA OF PROPERTY IS APPROXIMATELY 40.78 ACRES.
- BOUNDARY INFORMATION SHOWN HEREON IS BASED SOLELY UPON PLAN REFERENCE A AND FOUND MONUMENTATION.
- TOPOGRAPHIC INFORMATION SHOWN HEREON IS BASED SOLELY UPON AIRBORNE LIGHT DETECTION AND RANGING (LIDAR). LIDAR DATA MAY CONTAIN ANOMALIES AND SHOULD BE FIELD VERIFIED IN AREAS OF PROPOSED DEVELOPMENT.
- PLAN REFERENCES:  
A. STANDARD BOUNDARY SURVEY PLAN, LAND OF MAURICE AND PATRICIA HOTHEM, BY BH2M, DATED JUNE 2006.
- PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83. ELEVATIONS DEPICTED HEREON ARE NAVD83, BASED ON DUAL FREQUENCY GPS OBSERVATIONS.
- THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR FALMOUTH, MAINE, CUMBERLAND COUNTY, COMMUNITY-PANEL NUMBER 230045 0007 B, HAVING AN EFFECTIVE DATE OF OCTOBER 16, 1984. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE C, AREAS OF MINIMAL FLOODING.
- A WETLAND DELINEATION WAS PERFORMED ON THIS PROJECT SITE IN APRIL OF 2016 BY GARY M. FULLERTON, CERTIFIED SOIL SCIENTIST OF SEBAGO TECHNICS, INC. THIS DELINEATION CONFORMS TO THE STANDARDS AND METHODS OUTLINED IN THE 1987 WETLANDS DELINEATION MANUAL AND REGIONAL SUPPLEMENT AUTHORED AND PUBLISHED BY THE U.S. ARMY CORPS OF ENGINEERS. ALL WETLAND FLAGS WERE LOCATED USING GLOBAL POSITIONING SYSTEMS (GPS) TECHNOLOGY. ALL GPS LOCATED POINTS HAVE A VARYING DEGREE OF ACCURACY AND MAY NOT REPRESENT THE ACTUAL FIELD LOCATION. THEREFORE, ALL WETLAND FLAGS WITHIN THE DEVELOPMENT AREA MUST BE SURVEY LOCATED PRIOR TO ENGINEERING DESIGN OR ACCURATE LOCATION.
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**LEGEND**

| EXISTING | PROPOSED               |
|----------|------------------------|
|          | PROPERTY LINE/R.O.W.   |
|          | ABUTTER LINE/R.O.W.    |
|          | SETBACK                |
|          | EASEMENT               |
|          | RESIDENTIAL BUILDING   |
|          | COMMERCIAL BUILDING    |
|          | MONUMENT               |
|          | IRON PIPE/ROD          |
|          | EDGE WETLAND           |
|          | WETLANDS               |
|          | STREAM                 |
|          | EDGE PAVEMENT          |
|          | -120- -118- CONTOURS   |
|          | UD UNDER DRAIN         |
|          | S SEWER                |
|          | W WATER                |
|          | BUILDING ENVELOPE      |
|          | SINGLE FAMILY LOT      |
|          | BUILDING               |
|          | PAVEMENT               |
|          | OPEN SPACE             |
|          | STREAM                 |
|          | WETLANDS               |
|          | PARK / RECREATION AREA |
|          | EASEMENT               |
|          | RETAIL/COMMERCIAL      |

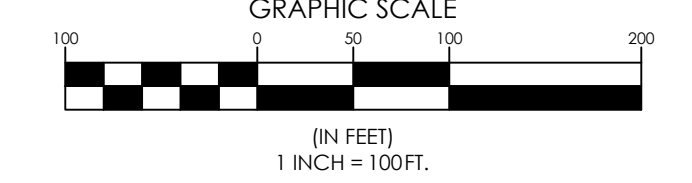
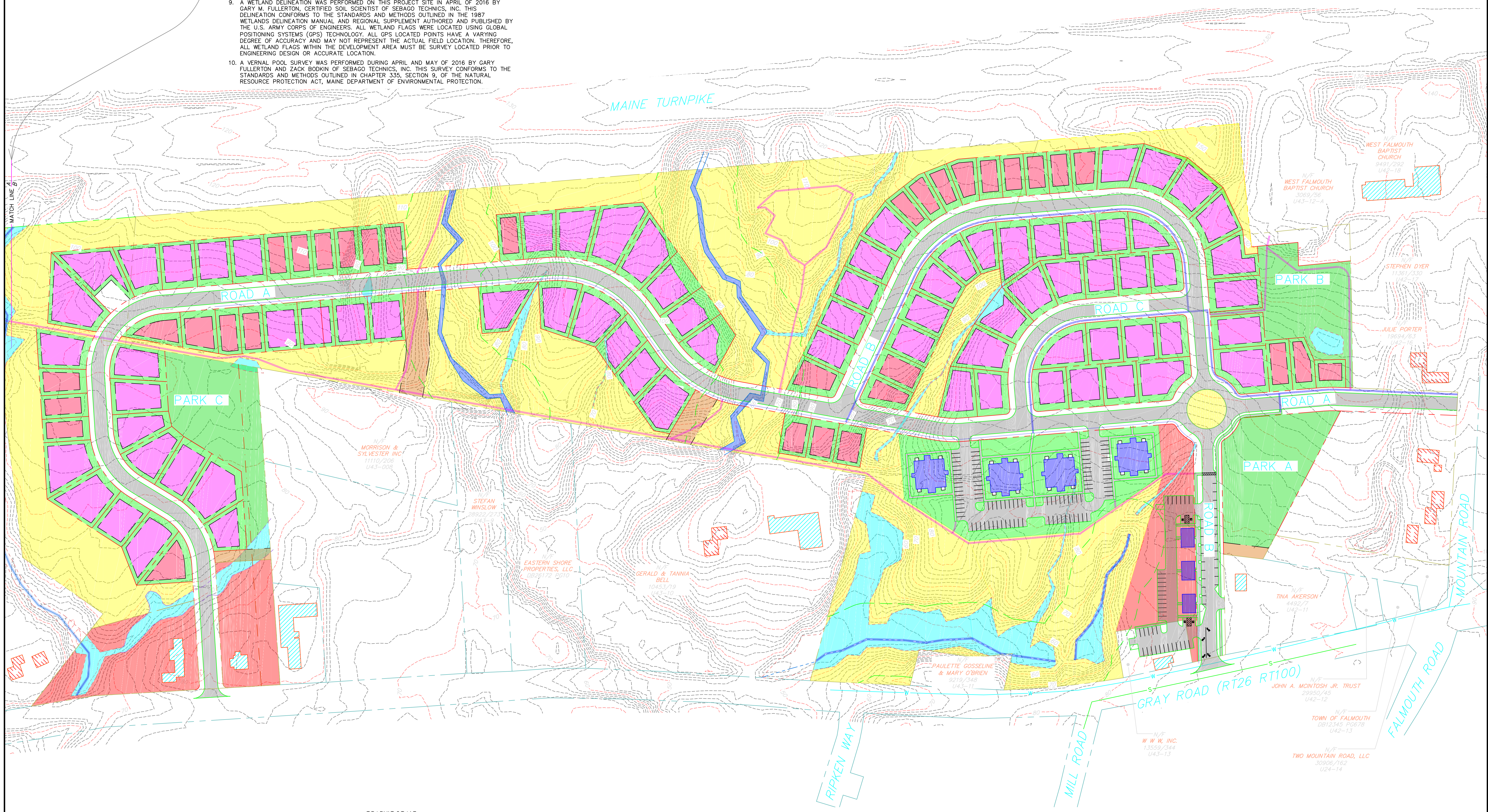
**LOT AND UNIT COUNTS**

|  |                                     |
|--|-------------------------------------|
| 33   | AFFORDABLE SINGLE FAMILY LOT        |
| 75   | MARKET RATE SINGLE FAMILY LOT       |
| 48 UNITS   | 4 12 UNIT APARTMENT BUILDINGS       |
| 156 UNITS ON 108 LOTS  | TOTAL PROJECT COUNT ON THIS CONCEPT |
| • POSSIBLE ADDITIONAL RESIDENTIAL UNITS WITHIN RETAIL/COMMERCIAL LOTS. |                                     |
| 151 ALLOWED PER 10,000 S.F. NET RESIDENTIAL DENSITY CALCULATION.       |                                     |



LOCATION MAP

N.T.S.



PROGRESS PRINT

NOT FOR CONSTRUCTION

| DESIGNED   | CHECKED |
|--|---------|
| MWE  | RAM     |
| B MWE 12/5/17 RELEASED FOR TOWN REVIEW<br>A MWE 10/6/17 RELEASED FOR TOWN REVIEW<br>REV BY: DATE: STATUS:<br>THIS PLAN SHALL BE VOID WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, ADDITIONS, OR DELETIONS SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC. AUTHORIZED OR OTHERWISE. |         |

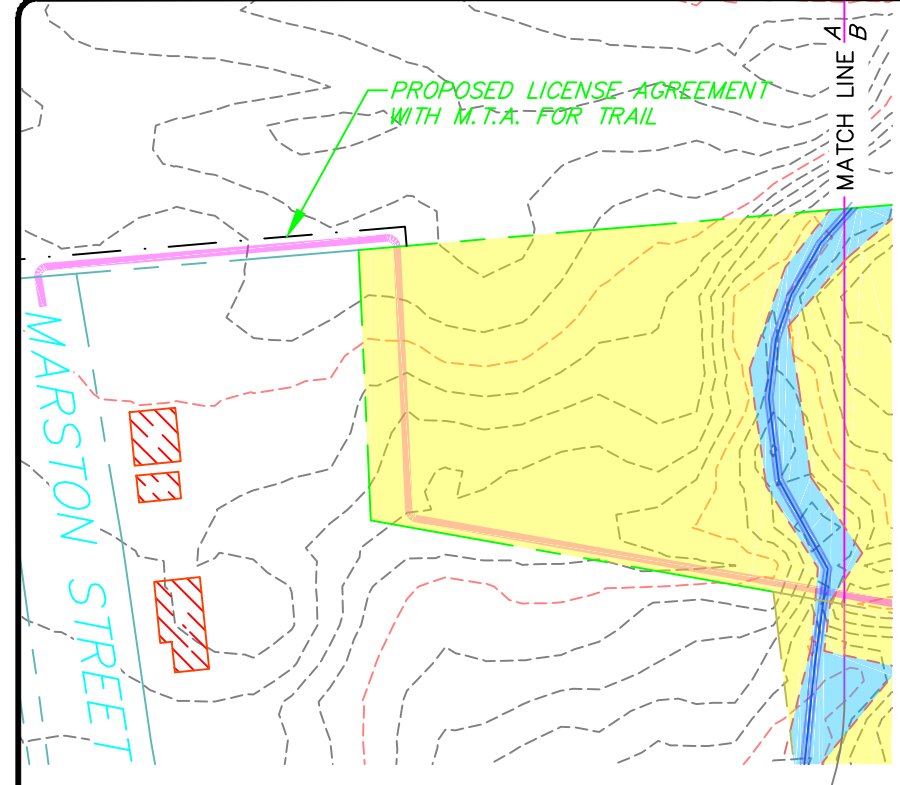
**SEBAGO**  
TECHNICS  
WWW.SEBAGOTECHNICS.COM  
250 Goddard Rd.  
Suite B  
Lewiston, ME 04240  
Tel: 207-250-2100  
Fax: 207-783-5865

CONCEPT SKETCH 20A  
OF:  
HOMESTEAD FARMS SUBDIVISION  
4 MOUNTAIN ROAD  
FALMOUTH, MAINE  
FOR:  
CHASE EXCAVATING  
56 GRAY ROAD  
FALMOUTH, MAINE

PROJECT NO. 16137-01 SCALE 1" = 100'  
SHEET 1 OF 1

CONCEPTUAL PLAN FOR ILLUSTRATIVE PURPOSES. SUBJECT TO CHANGE DURING PLANNING BOARD SUBDIVISION AND SITE PLAN REVIEW.

16137SK20A.dwg, TAB:SK20-100 scale



**GENERAL NOTES:**

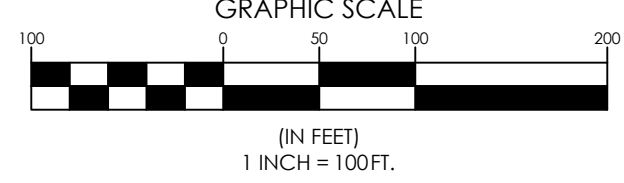
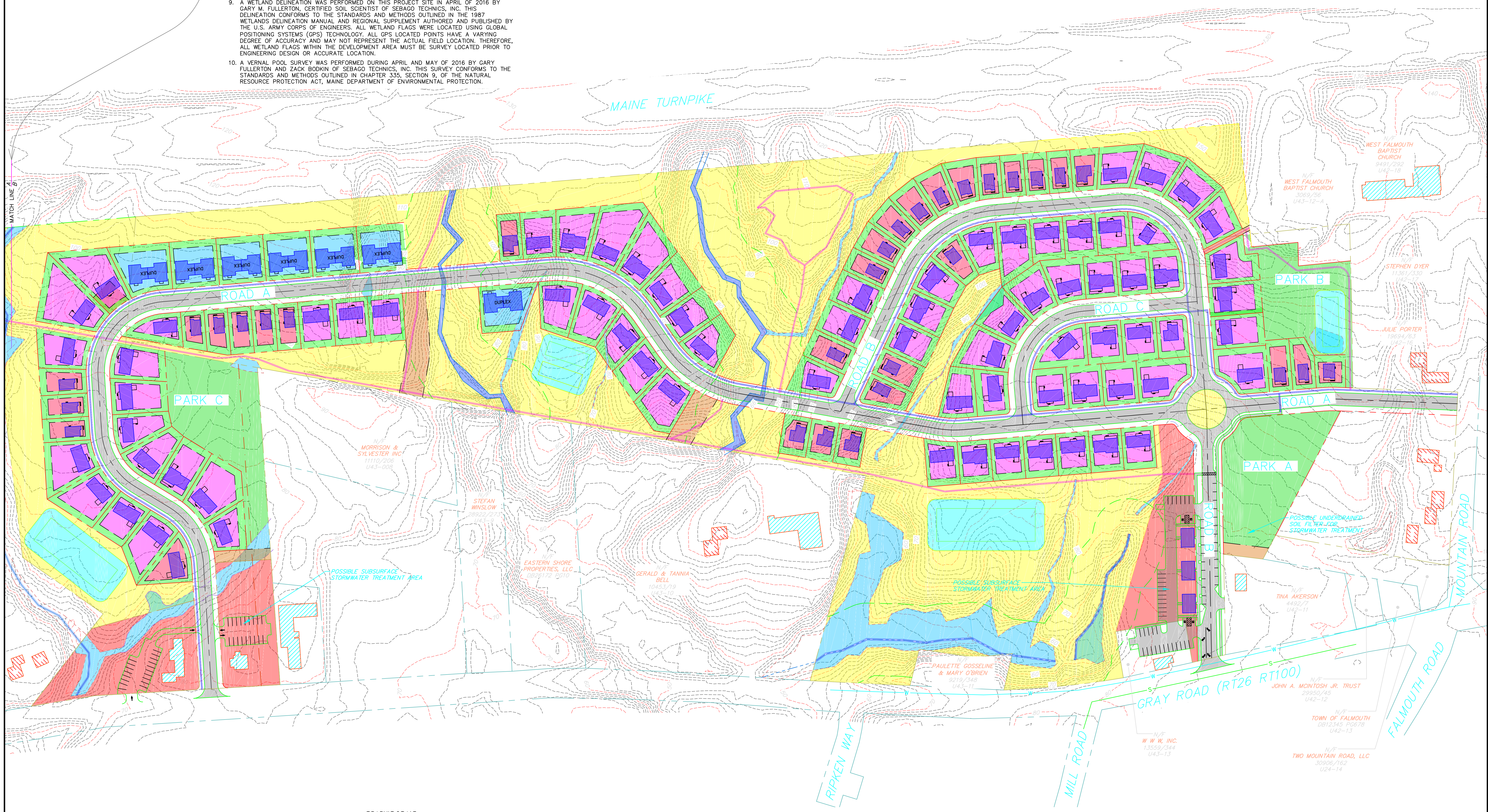
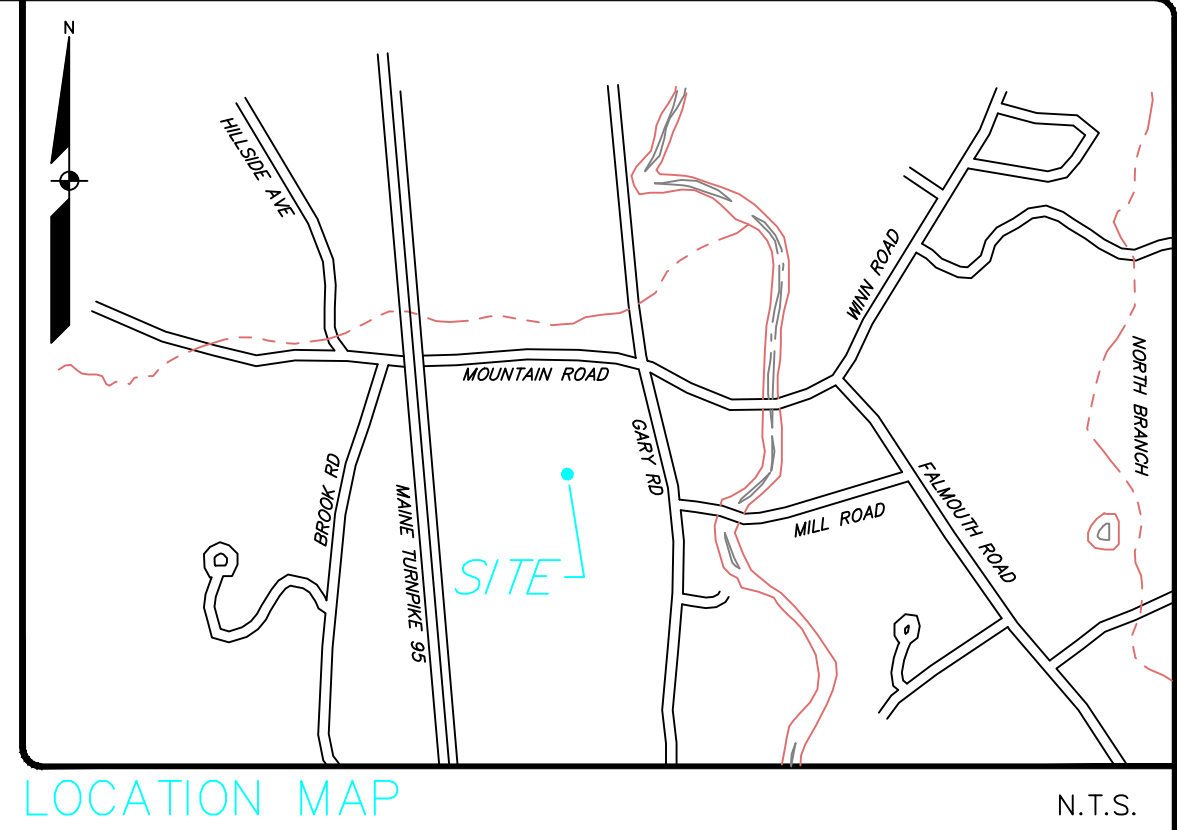
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| EXISTING | PROPOSED |
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| MATCH LEGEND |
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**LOT AND UNIT COUNTS**

31 AFFORDABLE SINGLE FAMILY LOT  
 74 MARKET RATE SINGLE FAMILY LOT  
 14 UNITS 7 - DUPLEX LOTS  
 119 UNITS ON 112 LOTS TOTAL PROJECT COUNT ON THIS CONCEPT  
 • POSSIBLE ADDITIONAL RESIDENTIAL UNITS WITHIN RETAIL/COMMERCIAL LOTS.  
 151 ALLOWED PER 10,000 S.F. NET RESIDENTIAL DENSITY CALCULATION.



PROGRESS PRINT

NOT FOR CONSTRUCTION

| DESIGNED   | CHECKED |
|--|---------|
| MWE  | RAM     |
| A. MWE 11/21/17 RELEASED FOR CLIENT REVIEW   |         |
| REV: BY: DATE: STATUS: MUST BE WRITTEN PERMISSIVE FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, ADDITIONS, OR DELETIONS TO THIS PLAN SHALL BE APPROVED BY SEBAGO TECHNICS, INC. AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC. |         |

**SEBAGO TECHNICS**  
 WWW.SEBAGOTECHNICS.COM  
 75 John Roberts Rd. Suite 1A  
 South Portland, ME 04106  
 Tel: 207-260-2100 Fax: 207-783-5868

CONCEPT SKETCH 22  
 OF:  
 HOMESTEAD FARMS SUBDIVISION  
 4 MOUNTAIN ROAD  
 FALMOUTH, MAINE  
 FOR:  
 CHASE EXCAVATING  
 FALMOUTH, MAINE

CONCEPTUAL PLAN FOR ILLUSTRATIVE PURPOSES. SUBJECT TO CHANGE DURING PLANNING BOARD SUBDIVISION AND SITE PLAN REVIEW.

16137SK22C-Retain.dwg, TAB:SK22-100 scale



MATTHEW W. EK, PLS2117

PROGRESS PRINT

NOT FOR CONSTRUCTION

| DESIGNED   | CHECKED |
|--|---------|
| MWE  | SGO     |
| A: MWE 12/5/17 RELEASED FOR COUNCIL REVIEW<br>REV: BY: DATE: STA TUS:<br>THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC. |         |

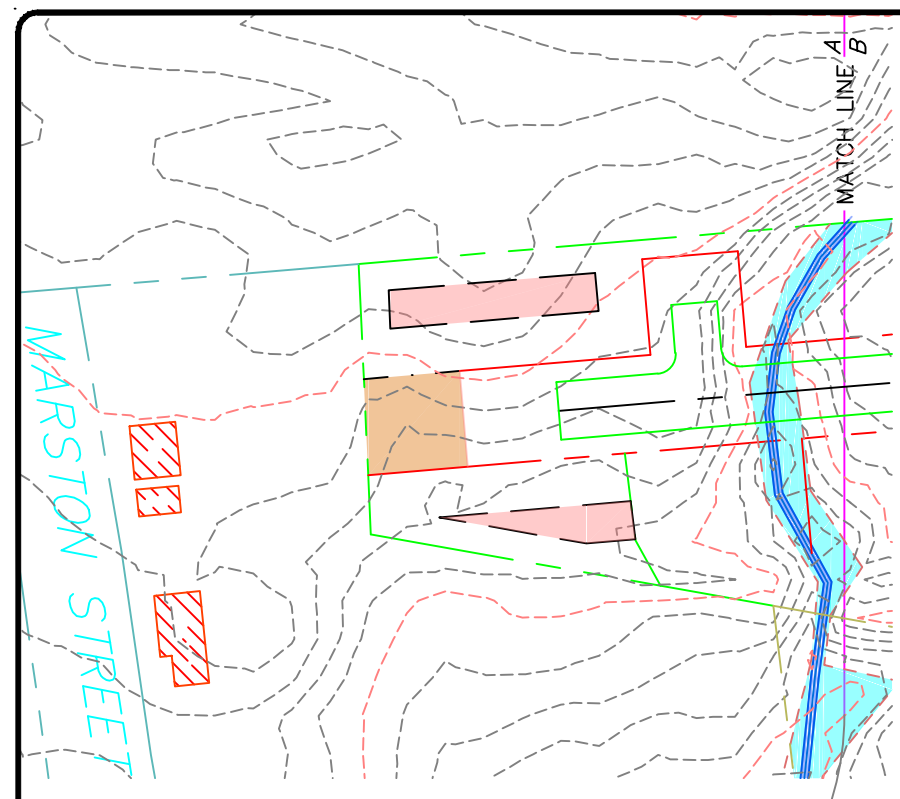
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 TECHNICS  
 WWW.SEBAGO/TECHNICS.COM  
 75 John Roberts Rd. South Portland, ME 04106  
 250 Coddard Rd. Lewiston, ME 04240  
 Tel. 207-200-2100 Tel. 207-783-5656

NORTH ENTRANCE CONCEPT SKETCH  
 OF: HOMESTEAD FARMS SUBDIVISION  
 4 MOUNTAIN ROAD FALMOUTH, MAINE  
 FOR: CHASE EXCAVATING  
 56 GRAY ROAD FALMOUTH, MAINE

PROJECT NO. 16137-01 SCALE 1" = 40'

SHEET 1 OF 1

161370220C-Retail06.dwg, TAB:North Entrance 40cadd



**GENERAL NOTES:**

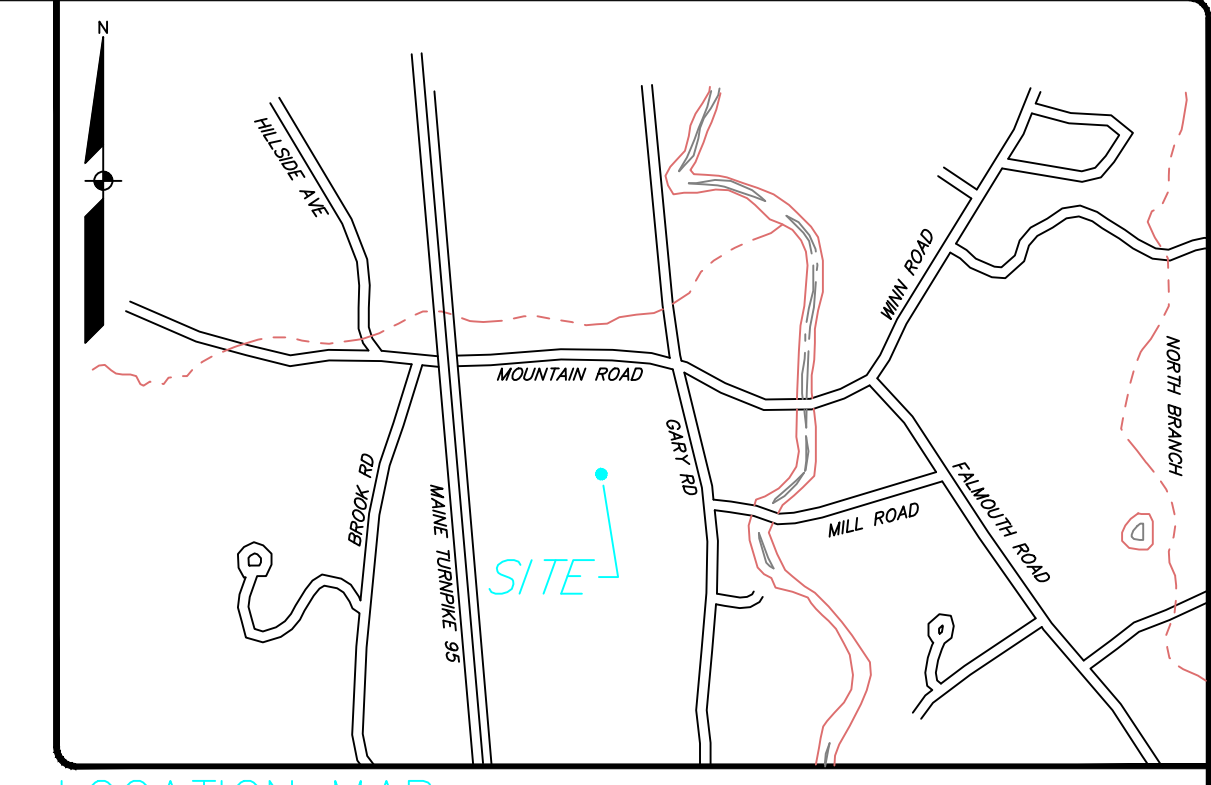
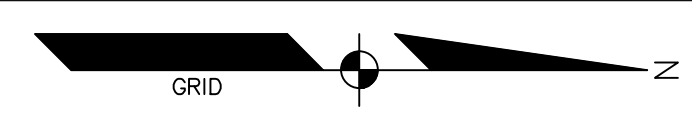
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6. PLAN REFERENCES:
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7. PLAN ORIENTATION IS GRID NORTH, MAINE STATE PLANE COORDINATE SYSTEM, WEST ZONE 1802-NAD83. ELEVATIONS DEPICTED HEREON ARE NAVD83, BASED ON DUAL FREQUENCY GPS OBSERVATIONS.
8. THE LOCUS PROPERTY AS DEPICTED HEREON DOES NOT FALL WITHIN A SPECIAL FLOOD HAZARD AREA AS DELINEATED ON THE FLOOD INSURANCE RATE MAP FOR FALMOUTH, MAINE, CUMBERLAND COUNTY, COMMUNITY-PANEL NUMBER 230045 0007 B, HAVING AN EFFECTIVE DATE OF OCTOBER 16, 1984. THE LOCUS FALLS WITHIN AN AREA IDENTIFIED AS ZONE C, AREAS OF MINIMAL FLOODING.
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**LEGEND**

| EXISTING | PROPOSED |                      |
|----------|----------|----------------------|
|          |          | PROPERTY LINE/R.O.W. |
|          |          | ABUTTER LINE/R.O.W.  |
|          |          | SETBACK              |
|          |          | EASEMENT             |
|          |          | RESIDENTIAL BUILDING |
|          |          | COMMERCIAL BUILDING  |
|          |          | MONUMENT             |
|          |          | IRON PIPE/ROD        |
|          |          | EDGE WETLAND         |
|          |          | WETLANDS             |
|          |          | STREAM               |
|          |          | EDGE PAVEMENT        |
|          |          | CONTOURS             |
|          |          | UNDER DRAIN          |
|          |          | SEWER                |
|          |          | WATER                |
|          |          | BUILDING ENVELOPE    |
|          |          | BUILDING             |
|          |          | PAVEMENT             |
|          |          | STREAM               |
|          |          | WETLANDS             |
|          |          | EASEMENT             |
|          |          | RETAIL/COMMERCIAL    |

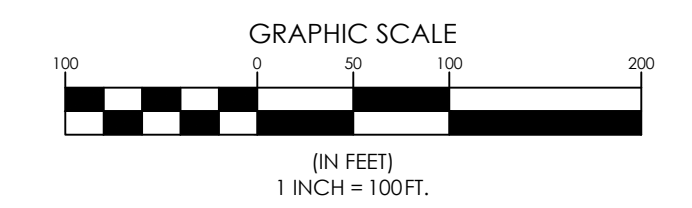
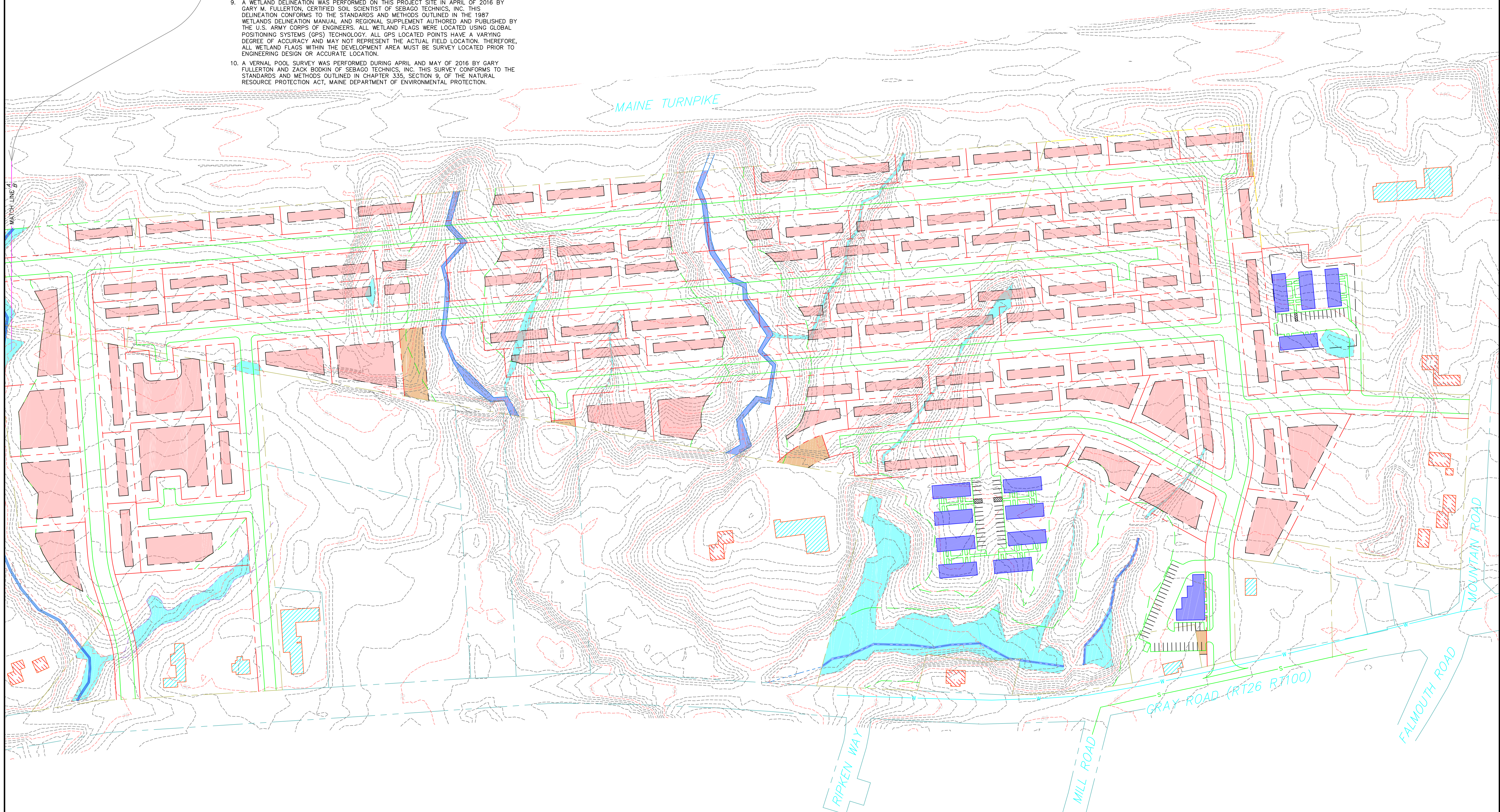
**CONCEPT NOTES:**

1. THE NET RESIDENTIAL CALCULATIONS ALLOW 153 UNITS.
2. THIS CONCEPT SHOWS 105 SINGLE FAMILY HOUSE LOTS AND 12 4-UNIT APARTMENT BUILDINGS TOTALING 153 UNITS.
3. THE TOTAL ROAD LENGTH IS APPROXIMATELY 10690 FEET.



LOCATION MAP

N.T.S.



PROGRESS PRINT

NOT FOR CONSTRUCTION

| DESIGNED   | CHECKED |
|--|---------|
| MWE  | RAM     |
| B MWE 10/22/17 RELEASED FOR TOWN REVIEW<br>A MWE 10/16/17 RELEASED FOR TOWN REVIEW<br>REV BY: DATE: STATUS:<br>THIS PLAN SHALL BE VOID WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, ADDITIONS, OR DELETIONS SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS, INC. AUTHORIZED OR OTHERWISE. |         |

**SEBAGO**  
TECHNICS

WWW.SEBAGOTECHNICS.COM

75 John Roberts Rd.  
Suite 1A  
South Portland, ME 04106  
Tel: 207-200-2100

250 Goddard Rd.  
Suite B  
Lewiston, ME 04240  
Tel: 207-783-5868

CONCEPT SKETCH 21  
OF:  
HOMESTEAD FARMS SUBDIVISION  
4 MOUNTAIN ROAD  
FALMOUTH, MAINE  
FOR:  
CHASE EXCAVATING  
56 GRAY ROAD  
FALMOUTH, MAINE

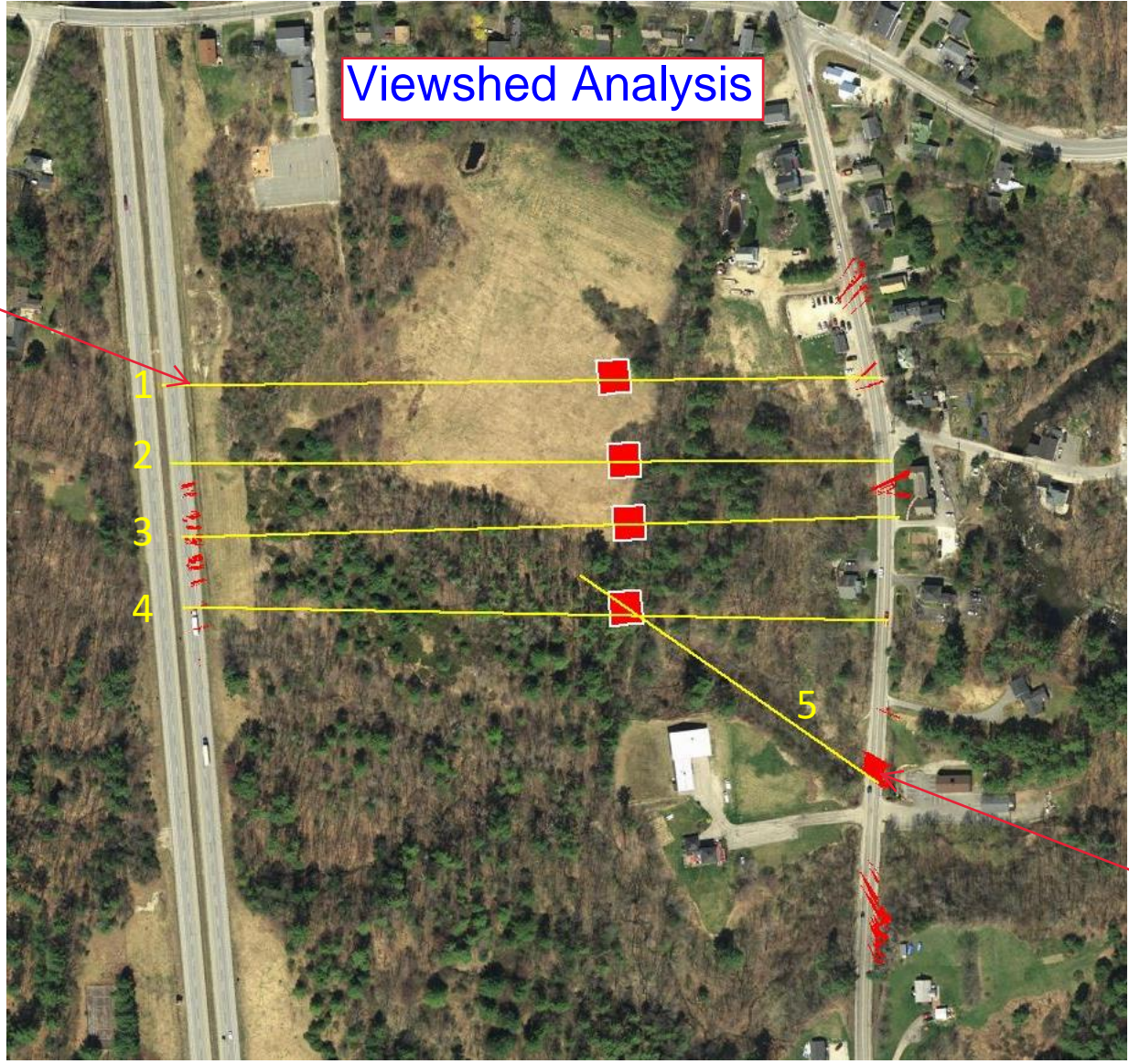
PROJECT NO. 16137-01  
SCALE 1" = 100'  
SHEET 1 OF 1

16137SK21-Convention.dwg, TAB: SK21-100 scale

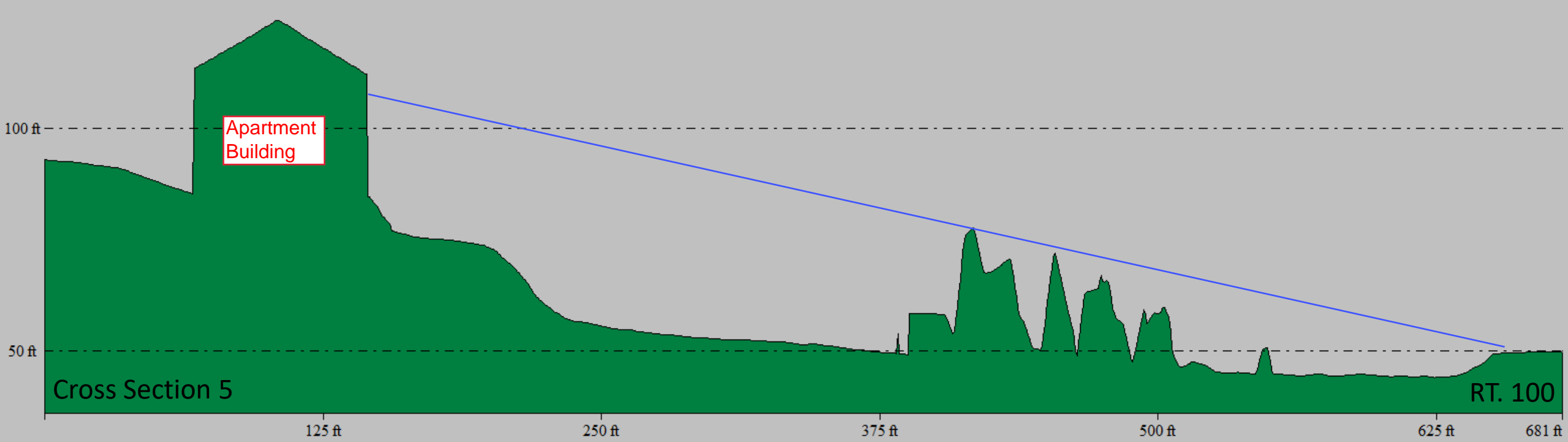
### Viewshed Analysis

The yellow lines are cross sections through the site

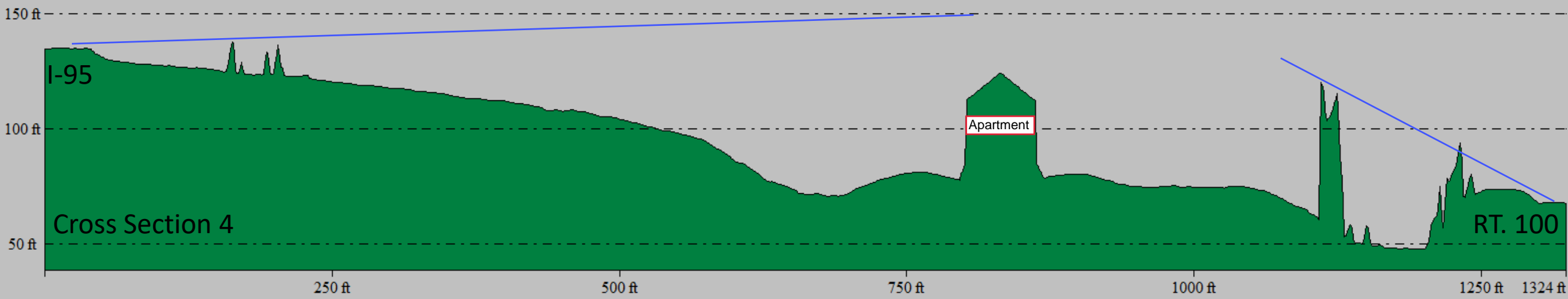
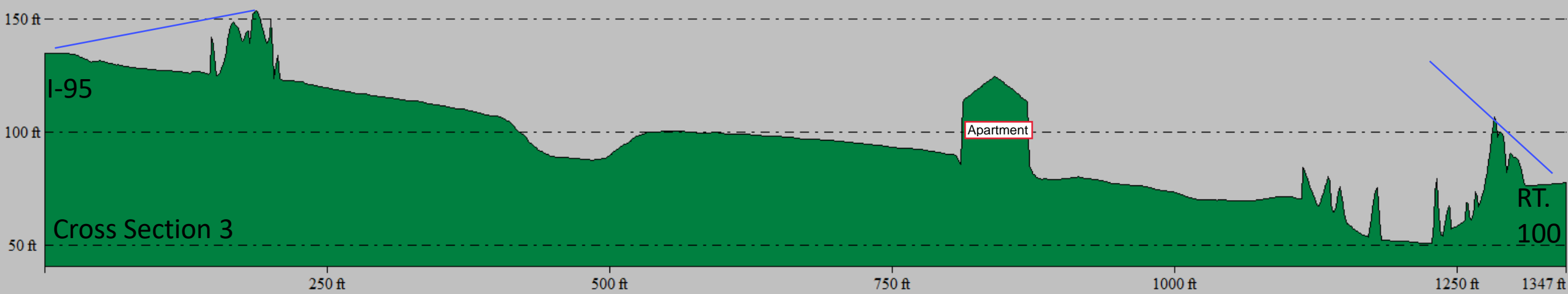
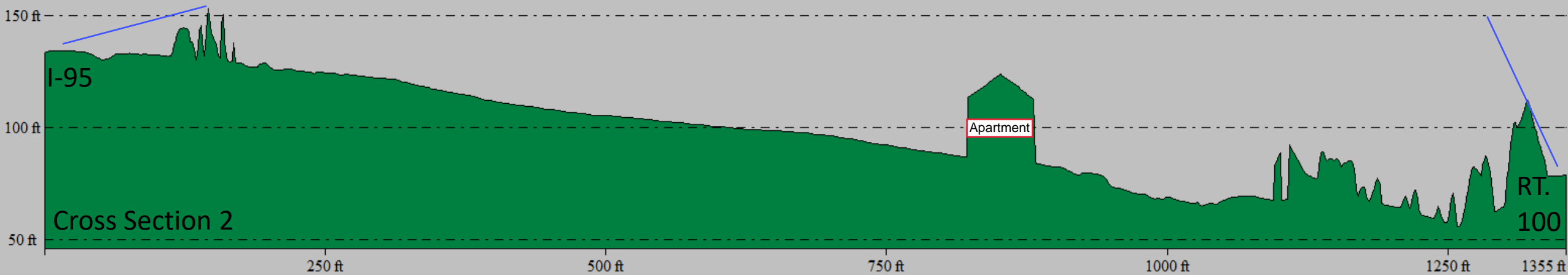
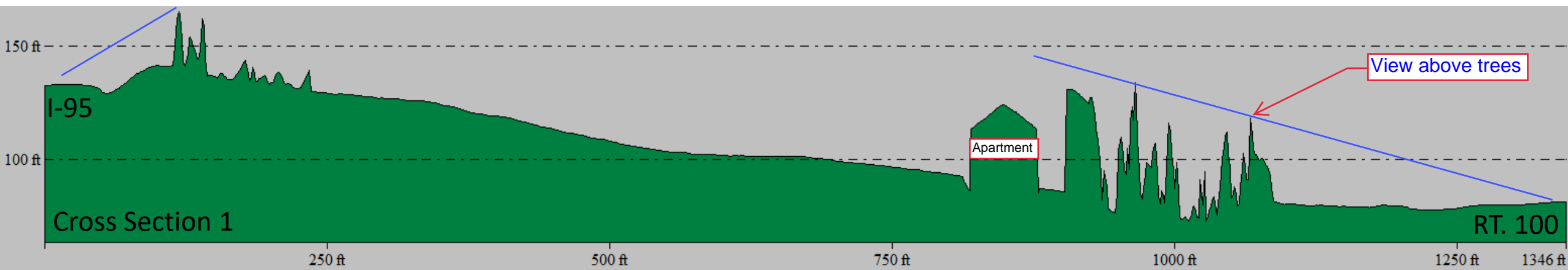
The cross sections shown are based upon all trees within the developed area being removed. The more trees that remain within the development the less points on surrounding roads that may have views of the apartments.

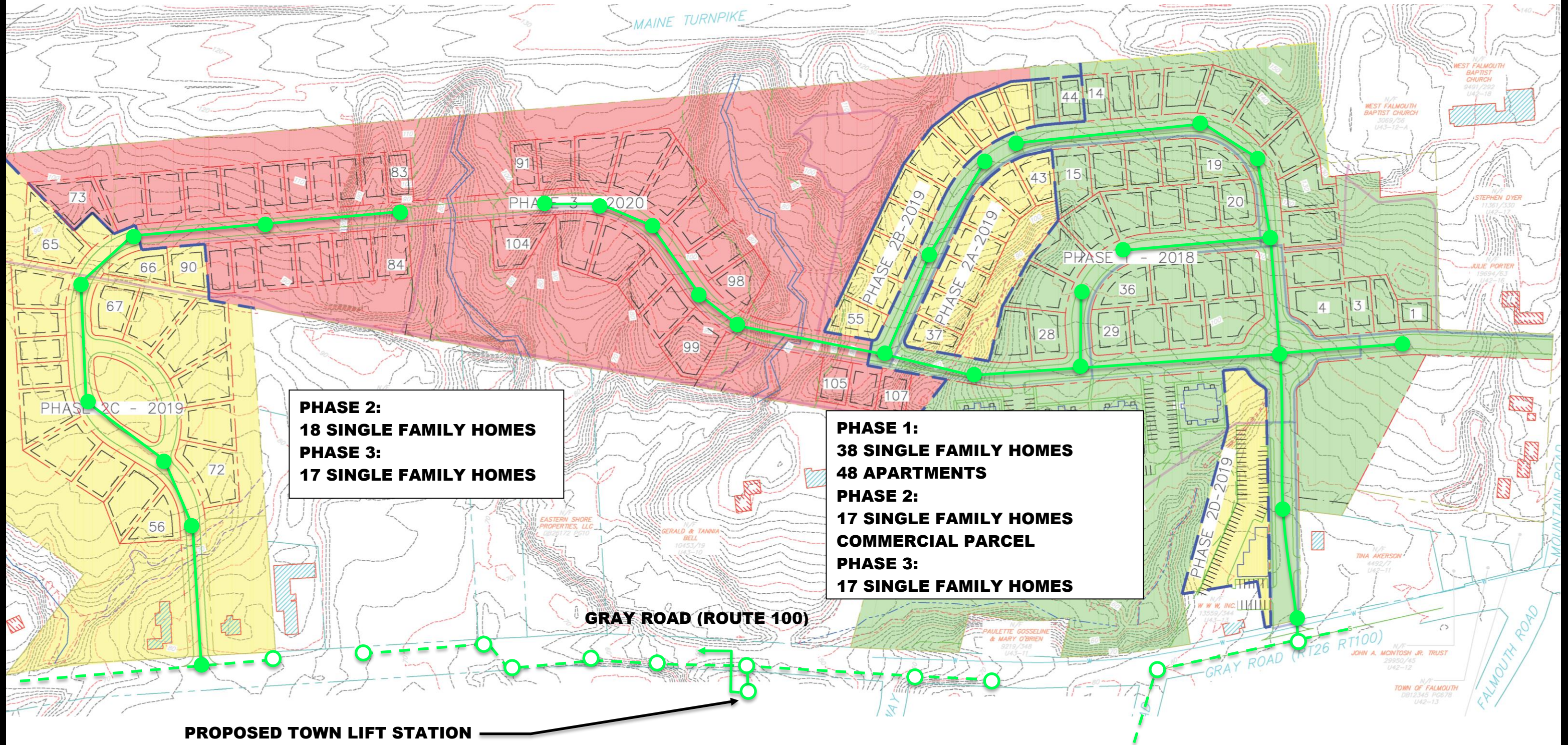


The red marks signify potential view corridors between coniferous trees.









**PHASE 2:**  
18 SINGLE FAMILY HOMES  
**PHASE 3:**  
17 SINGLE FAMILY HOMES

**PHASE 1:**  
38 SINGLE FAMILY HOMES  
48 APARTMENTS  
**PHASE 2:**  
17 SINGLE FAMILY HOMES  
COMMERCIAL PARCEL  
**PHASE 3:**  
17 SINGLE FAMILY HOMES

**Homestead Acres  
Conceptual Sewer Plan  
Route 100  
Falmouth, ME**

- Legend**
- Proposed Gravity Sewer
  - Proposed Manhole
  - Proposed Route 100 Sewer
  - Proposed Route 100 Manhole

**Scale: 1" = 200'**  
**Project No.: 16137**