

# SUMMER'S LANDING

Summer Haven Road

Augusta, Maine

Subdivision Review Application

City of Augusta



Applicant

Stephan Kruse and Jacquelyn Kruse  
42 Brian's Way, Norridgewock, Maine

July 8, 2015



Summer's Landing  
Summer Haven Road  
Sidney, Maine

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**City of Augusta**  
**Subdivision Review Application**  
 Bureau of Planning, Department of Development Services

**Application Type (check one):**

- Minor Subdivision**  
 **Major Subdivision**

**Address:** 1122 SUMMER HAVEN ROAD      **Tax Map:** 1      **Lot(s):** 136  
**Zoning District(s):** RURAL RIVER  
**Project Name:** SUMMER'S LANDING

<b>Owner's Name/Address:</b>  STEPHAN L. KRUSE AND JACQUELYN KRUSE 42 BRIAN'S WAY NORRIDGEWOCK, ME 04957  <b>Phone #:</b>  <b>Cell #:</b> 207-314-7024  <b>e-mail:</b> SLKRUSE@YAHOO.COM	<b>Applicant's Name/Address:</b>  STEPHAN L. KRUSE AND JACQUELYN KRUSE 42 BRIAN'S WAY NORRIDGEWOCK, ME 04957  <b>Phone #:</b>  <b>Cell #:</b> 207-314-7024  <b>e-mail:</b> SLKRUSE@YAHOO.COM	<b>Agent's Name/Address:</b>  PLYMOUTH ENGINEERING PO BOX 46 PLYMOUTH, ME 04969  <b>Phone #:</b> 207-257-2071  <b>Cell #:</b> 207-408-9718  <b>e-mail:</b> FRED@PLYMOUTHENGINEERING.COM
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**Form of Evidence of Standing (i.e. deed):** DEED

**Brief Description of Subdivision:**

1. Type of subdivision:     Residential     Commercial     Mixed
2. Total number of acres in tract/parcel:    1.02
3. Proposed number of dwelling units:    0
4. Proposed number of lots:    0
5. Will subdivision have any open space or areas held in common?     Yes     No
6. Are new street(s) proposed for this subdivision?     Yes     No
7. New streets are proposed to be:     Public     Private

**For Staff Use**

**Fee Calculation:**

**Minor Subdivision:** \$150 = 150.00

**Major Subdivision:** \$200 (first 6 lots) + \$35 (per lot over 6 lots) =

**All Development:** Number of Abutters x (1oz First Class postage fee + \$0.15) = 23.04

**Total Fee:** 173.04







## NARRATIVE

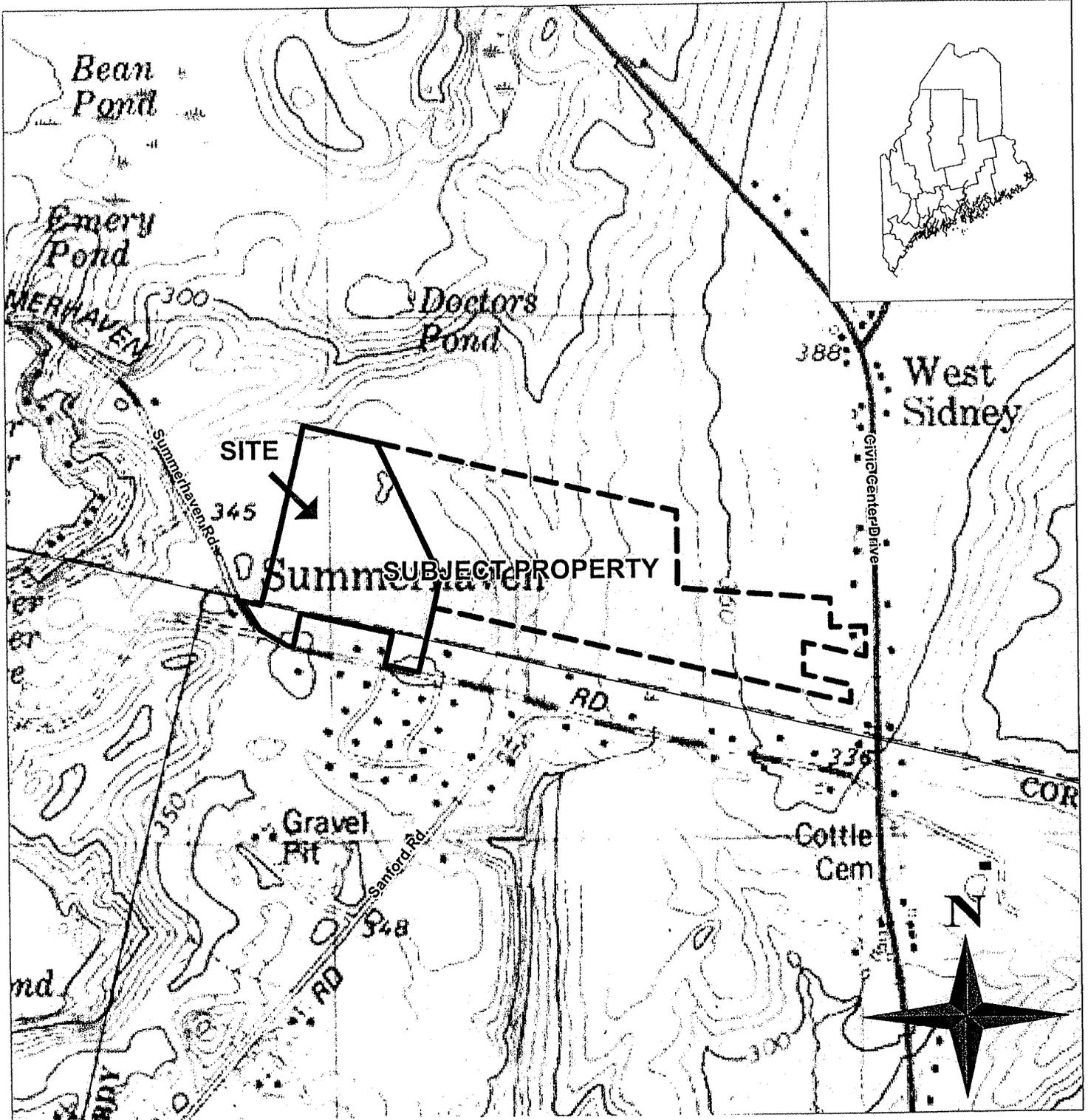
- A. **Narrative:** Stephan and Jacquelyn Kruse are proposing to construct seven four-unit buildings, each with a detached four car garages, and an access road to Summer Haven Road. Summer's Landing development is located in Sidney. The site is approximately 70.7 acres in the Town of Sidney with a 1.2 acre lot in Augusta through which the project will be connected to Summer Haven Road. The lot is undeveloped forest land with various ATV paths through it. This same parcel was approved as a single family residential subdivision in 2006. The attached location map in Appendix A depicts the project location as it is shown on USGS. The development will include new wells and septic systems placed to serve the proposed buildings. The development will create 2.98 impervious acres with a total of 8.5 acres of a disturbance. The site is located in the watershed of Messalonskee Lake.
- B. **Deed:** See Exhibit B
- C. **Stormwater Management:** The storm water management system was designed under the supervision of and stamped by Scott E. Braley, PE, CPESC a licensed engineer in the State of Maine. The system design includes an underdrain soil filter located downhill of the majority of the development, and roadside buffers which are all approved BMP's by the DEP. See Exhibit C for a copy of the stormwater management application to the Maine Department of Environmental Protection.
- D. **Sedimentation and Erosion Control Plan:** A sedimentation and erosion control plan is contained in Exhibit D.
- E. **Traffic:** Exhibit E contains two reports by Diane Morabito, PE outlining the traffic generated by the proposed project will not create congestion. No permits are required by the Maine Department of Transportation. Access to public roads will be via Augusta and Summer Haven Road.



Summer's Landing  
Summer Haven Road  
Sidney, Maine

EXHIBIT A  
Location Map







Summer's Landing  
Summer Haven Road  
Sidney, Maine

EXHIBIT B  
Deed



**TRANSFER TAX**

**QUITCLAIM DEED WITH COVENANTS**  
Statutory Short Form

**Walter G. LaPlante**, of Belgrade, Kennebec County, Maine, for valuable consideration paid, grant and convey to **Stephan L. Kruse** and **Jacquelyn Kruse**, husband and wife, whose mailing address is 42 Brians Way, Norridgewock, ME 04957, with Quitclaim Covenants, the following parcels of undeveloped land situated in **Sidney** and **Augusta**, Kennebec County, Maine, and being more particularly described as follows:

Sidney Parcels:

Parcel 1: Being all of Grantor's right, title and interest in and to the same property described in the Warranty Deed from William J. Breton to Walter G. LaPlante, et al. dated November 18, 1976 and recorded in the Kennebec County Registry of Deeds in Book 1950, Page 112; and

Parcel 2: Being all of Grantor's right, title and interest in and to the same property described in the Warranty Deed from Paul and Alice Bonenfant to Walter G. LaPlante, et al. dated April 7, 1988 and recorded in the Kennebec County Registry of Deeds in Book 3327, Page 149.

See the Revised Final Plat Plan prepared by Boynton & Pickett for Stephan L. Kruse and Jacqueline Kruse/Walter G. LaPlante dated July 6, 2006 and recorded in the Kennebec County Registry of Deeds in Plan File 2006, Page 174 for a depiction of the above described parcels.

Augusta Parcels:

Parcel 1: Being all of Grantor's right, title and interest in and to the same property described in the Warranty Deed from Denis V. Baillargeon to Water G. LaPlante, et al. dated June 23, 1987 and recorded in the Kennebec County Registry of Deeds in Book 3372, Page 81; and

Parcel 2: Being all of Grantor's right, title and interest in and to the same property described in the Warranty Deed from Lisa and Gordon Whittier to Walter G. LaPlante, et al. dated September 3, 1993 and recorded in the Kennebec County Registry of Deeds in Book 4485, Page 293.

Dated: October 15, 2013

Signed, Sealed and Delivered  
in the presence of:

\_\_\_\_\_   
Walter G. LaPlante

STATE OF MAINE  
COUNTY OF KENNEBEC

Dated: October 15, 2013

Then personally appeared the above named **Walter G. LaPlante** and acknowledged the foregoing instrument to be his free act and deed.

Before me,

  
\_\_\_\_\_  
Notary Public

**ROBERT M. MARDEN**  
Attorney at Law/Notary Public, Maine  
My Commission Expires December 4, 2016

Summer's Landing  
Summer Haven Road  
Sidney, Maine

EXHIBIT C  
Stormwater Management Application





STATE OF MAINE  
DEPARTMENT OF ENVIRONMENTAL PROTECTION



PAUL R. LEPAGE  
GOVERNOR

PATRICIA W. AHO  
COMMISSIONER

June 24, 2015

Plymouth Engineering  
c/o Scott Braley  
P.O. Box 46  
Plymouth, ME 04969

RE: Stormwater Management Law Application for Stephen and Jacquelyn Kruse, Sidney

Dear Scott:

Your application for the above referenced permit was reviewed by the Department of Environmental Protection on June 22, 2015. The application was found to be acceptable for processing, and has been assigned DEP File #L-22946-NJ-B-N. Please refer to this number in any future correspondence.

The project is now being examined to determine whether a license can be issued. Acceptance of the application does not preclude the Department from requesting additional information during processing. The statutory deadline for this project is September 8, 2015. No construction activities at this project site may be started prior to receiving a final decision from the Department.

Please feel free to contact me at (207) 446-1806 or via email at [Daniel.Courtemanch@maine.gov](mailto:Daniel.Courtemanch@maine.gov) if you have any questions regarding this project.

Sincerely,

Dan Courtemanch  
Project Manager  
Division of Land Resource Regulation  
Bureau of Land & Water Quality

cc: Stephen and Jacquelyn Kruse, 42 Brian's Way, Norridgewock, ME 04957  
File





# Plymouth Engineering, Inc.

P.O. Box 46 - 30 Lower Detroit Road  
Plymouth, Maine 04969  
info@plymouthengineering.com  
Tel: (207) 257-2071 fax: (207) 257-2130

May 28, 2015

Project No. 13139

Mr. Dan Courtamanche, Project Manager  
Maine DEP  
State House Station 17  
Augusta, ME 04333-0017

**Storm Water Application ~ Summer's Landing ~ NEXGEN Holdings, LLC ~ Summer Haven Road,  
Sidney**

Dear Mr. Courtamanche:

Plymouth Engineering, Inc. is pleased to submit the attached application and support materials on behalf of NEXGEN Holdings, LLC. for a 28 unit rental subdivision off Summer Haven Road, which is in Augusta, but the subdivision is in Sidney.

The site is approximately 73 acres which is currently undeveloped forested land cover. The first portion of the entrance road will be treated by buffers on both sides that are sized for meadow cover, but will be forested to the greatest extent possible. The remainder of the east side of the road will also be treated by a roadside buffer. The residences and the rear of the garages will be treated by roof line drip strips, and the remainder of the road, the landscaping, and the fronts of the garages will be treated by an under drain soil filter located to the south and west of the development.

The attached application and calculations show the standards that are being met through the use of the previously listed best management practices of the Maine DEP.

Thank you as always for your assistance, and please call with any further questions.

Sincerely,  
PLYMOUTH ENGINEERING, INC.

Scott E. Braley, PE, CPESC  
President, Project Manager

Enc

CC: NEXGEN Holdings, LLC  
Town of Sidney



DEPARTMENT OF ENVIRONMENTAL PROTECTION  
BUREAU OF LAND & WATER QUALITY

FOR DEP USE

L- \_\_\_\_\_  
ATS# \_\_\_\_\_  
Fees Paid \_\_\_\_\_  
Date Received \_\_\_\_\_

STORMWATER APPLICATION FORM PLEASE TYPE OR PRINT IN INK.

This application is for: (Check the one that applies: <input checked="" type="checkbox"/> New application <input type="checkbox"/> Amendment			
1. Name of Applicant:	NEXGEN Holdings, LLC	5. Name of Agent:	Plymouth Engineering, Inc.
2. Applicant's Mailing Address:	42 Brian's Way Norridgewock, Maine 04957	6. Agent's Mailing Address:	PO Box 46 Plymouth, Maine 04969
3. Applicant's Phone #:		7. Agent's Phone #:	207-257-2071
4. Email address (REQUIRED-license will be sent via email):		8. E-mail address: (REQUIRED-license will be sent via email)	scott@plymouthengineering.com
9. Location of Project: (Road, Street, Rt #)		10. Town:	Sidney
		11. County:	Kennebec
		13. Amount of Disturbed land:	Total Amt.= 8.49 acres
12. Type of Direct Watershed: (Check all that apply)	<input checked="" type="checkbox"/> Lake not most at risk <input type="checkbox"/> Lake most at risk <input type="checkbox"/> Lake most at risk, severely blooming <input type="checkbox"/> River, stream or brook <input type="checkbox"/> Urban impaired stream <input type="checkbox"/> Freshwater wetland <input type="checkbox"/> Coastal wetland <input type="checkbox"/> Wellhead of public water supply	14. Amount of Developed Area:	<input type="checkbox"/> 1 or more acres, but less than 5 acres <input checked="" type="checkbox"/> 5 acres or more Total Amt.= 8.49 acres
		15. Amount of Impervious Area:	<input type="checkbox"/> less than 20,000 sq.ft. <input type="checkbox"/> 20,000 sq. ft. to 1 acre <input checked="" type="checkbox"/> 1 to 3 acres 2.98 acres <input type="checkbox"/> 3 or more acres Total Amount of impervious Acres =
16. Applicable Standards: (Check all that apply)	<input type="checkbox"/> Stormwater PBR <input checked="" type="checkbox"/> Basic standards <input checked="" type="checkbox"/> General standards: BMP <input type="checkbox"/> General standards: phosphorus <input type="checkbox"/> Flooding standard <input type="checkbox"/> Urban impaired stream standards <input type="checkbox"/> Other:	17. Type of Stormwater Control:	<input checked="" type="checkbox"/> Vegetative (e.g. buffers) <input checked="" type="checkbox"/> Structural (e.g. underdrained filters, ponds, infiltration structures)
18. Exceptions &/or Waivers Requested:	BMP Standards ▼		Urban impaired stream standard ▼
	<input type="checkbox"/> Pretreatment measures <input type="checkbox"/> Discharge to ocean/major river segment <input type="checkbox"/> Linear portion of project <input type="checkbox"/> Utility corridor <input type="checkbox"/> Redevelopment	<input type="checkbox"/> Developed area not landscaped or impervious <input type="checkbox"/> Redevelopment	<input type="checkbox"/> Discharge to ocean/major river segment <input type="checkbox"/> Insignificant increase in peak flow
19. Brief Project Description:	28 unit multi-family rental development		
20. Size of Lot or Parcel:	<input type="checkbox"/> sq. feet, or <input checked="" type="checkbox"/> 72.93 acres	UTM Easting:	UTM Northing:
21. Title, Right or Interest:	<input checked="" type="checkbox"/> own <input type="checkbox"/> lease <input type="checkbox"/> purchase option <input type="checkbox"/> written agreement		
22. Deed Reference Numbers:	Book#: see attached Page:	24. Map and Lot Numbers:	Map #: Lot #:
23. DEP Staff Previously Contacted:	Dan Courtemanche Art McLaughlin	25. Project started prior to application?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Completed? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
SIGNATURES / CERTIFICATIONS ON PAGE 2			



**STORMWATER APPLICATION FORM**

26. Resubmission of Application?	<input type="checkbox"/> Yes → <input checked="" type="checkbox"/> No	If yes, previous application #	Previous project manager:
27. Written Notice of Violation?	<input type="checkbox"/> Yes → <input checked="" type="checkbox"/> No	If yes, name of DEP enforcement staff involved:	
28. Detailed Directions to the Project Site:	Take Route 11 north from I-95 in Augusta. The site is located just north of the Augusta/Sidney town line		
29. Stormwater Permit by Rule Submissions ▼	30. Stormwater Application Submissions ▼		
<input type="checkbox"/> This form (including signature page)	<input checked="" type="checkbox"/> This form (including signature page)	<input type="checkbox"/> Professional & Notice Certification	
<input type="checkbox"/> Fee	<input checked="" type="checkbox"/> Fee	<input checked="" type="checkbox"/> Basic standards submissions	
<input type="checkbox"/> Topographic Map	<input checked="" type="checkbox"/> Proof of title, right or interest	<input checked="" type="checkbox"/> General standards submissions	
<input type="checkbox"/> Plan or Drawing	<input checked="" type="checkbox"/> Certificate of good standing (if applicable)	<input type="checkbox"/> Flooding standard submissions	
<input type="checkbox"/> Photos of Area	<input checked="" type="checkbox"/> Photos of Area	<input type="checkbox"/> Other standard submissions	
	<input checked="" type="checkbox"/> Copy of Public Notice	<input type="checkbox"/> Compensation Fee (if required)	
31. FEES, Amount Enclosed:			
Does the agent have an interest in the project? If yes, what is the interest?: <input type="checkbox"/> Yes → <input checked="" type="checkbox"/> No			

**IMPORTANT: IF THE SIGNATURE BELOW IS NOT THE APPLICANT'S SIGNATURE, ATTACH LETTER OF AGENT AUTHORIZATION SIGNED BY THE APPLICANT.**

By signing below the applicant (or authorized agent), certifies that he or she has read and understood the following:

**CERTIFICATIONS / SIGNATURES**

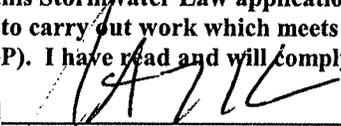
"I certify under penalty of law that I have personally examined the information submitted in this document and all attachments thereto and that, based on my inquiry of those individuals immediately responsible for obtaining the information, I believe the information is true, accurate, and complete. I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

Further, I hereby authorize the DEP to send me an electronically signed decision on the license I am applying for with this application by e-mailing the decision to the electronic address located on the front page of this application (see #4 for the applicant and #9 for the agent).

Signed:  Title MEMBER Date: 5/28/15

Notice of Intent to Comply with Maine Construction General Permit

With this Stormwater Law application form and my signature below, I am filing notice of my intent to carry out work which meets the requirements of the Maine Construction General Permit (MCGP). I have read and will comply with all of the MCGP standards.

Signed:  Date: 5/28/15

**NOTE: If a Notice of Intent is required, you must file a Notice of Termination (attached as Form G) within 20 days of completing permanent stabilization of the project site.**



Summer's Landing  
Summer Haven Road  
Sidney, Maine

EXHIBIT D  
Erosion and Sedimentation Control Plan



## EROSION AND SEDIMENTATION CONTROL PLAN

**Introduction.** The Erosion and Sedimentation Control Plan has been prepared to aid in the prevention of erosion and subsequent sedimentation of the downstream storm water structures during and after construction at the proposed site. Actual prevention is the responsibility of those involved in site construction. Construction personnel must be observant and prepared to take immediate action to prevent erosion at all times. This plan should be used as a guide, however unforeseen site conditions and storm events may require additional or alternative preventative measures. This plan has been prepared in accordance with the Maine Erosion and Sediment Control Handbook for Construction, Best Management Practices, most current version.

**Administration.** This Plan has been prepared by Plymouth Engineering, Inc. for use by those involved in the development of the site.

**Key Areas of Concern During Construction.** During the development of this site the following areas shall be continually monitored for erosion and sedimentation.

Area	Temp. Measures	Perm. Measures
Natural Slopes Disturbed	Mulch, Grass Cover, Silt Barrier	Grass Cover
Man Made Slopes	Mulch, Grass Cover, Silt Barrier	Grass Cover
Man Made Swales	Check Dams, Mulch, Grass Erosion Control Blanket	Rip Rap, Grass Cover
Drainage Structures		Rip Rap
Site Improvements	Mulch, Grass Cover, Silt Barrier	Grass Cover

**Key Areas of Concern After Construction.** Within this development the following areas should be of special concern on an ongoing basis.

Area	Temp. Measures	Perm. Measures
Project Slopes	Mulch, Grass Cover	Grass Cover
Drainage Swales	As Required by plans	Contact Erosion Control Specialist

### Temporary Control Measures

#### Sedimentation Barriers

- Purpose: To intercept and retain small amounts of sediment from disturber or unprotected areas of limited extent.
- Product: synthetic filter fabric certified by the manufacturer to meet the following:
  - o Filter Efficiency (test VTM-51) 75% min.
  - o Tensile Strength at 20% max
  - o Elongation (test VTM-52)           Extra Strength 50 lb/in inch  
  Standard: 30 lb/in inch
  - o Flow Rate (test VTM-51) 0.3 gal/ft<sup>2</sup>/ min
- Required Usage: Install along uniform grade of disturbed downhill slopes.
- Installation: Install at the beginning of the project prior to any soil disturbance.
- Execution: Install barrier in accordance with enclosed detail.



- Maintenance: All sediment barriers shall be inspected weekly and after every storm event, to check for sediment build up or failure. Sediments shall be removed after each storm event.
- Sediment barriers shall be maintained in effective condition until all upgradient locations are in finished condition including the vegetation being established.
- Removal: Sediment barriers shall be removed after permanent vegetation is established. Regrade, reseed and mulch affected areas.

#### Temporary Check Dams

- Purpose: To reduce the velocity of concentrated storm water flows to prevent erosion.
- Products: Stone of 2" to 3" in diameter.  
Geotextile fabric of sufficient strength to facilitate removal
- Required Usage: AS shown on Erosion Control Plan
- Installation: Upon rough grading of ditches.
- Execution: Install in accordance with enclosed details.
- Maintenance: All check dams shall be inspected weekly and after every storm event, to check for sediment build up or failure. Sediments shall be removed after each storm event. Check dams shall be maintained in effective condition until permanent channel stabilization has been established.
- Removal: Remove check dams when channel stabilization has been established. Seed and mulch area. Areas of removal shall be inspected until stabilization of these areas is reached.

#### Culvert Inlet Protection

- Purpose: To reduce the velocity of concentrated storm water flows to allow sediments to settle out prior to entrance into drainage structures.
- Products: Rip Rap check dam per MDEP BMP# E-2 Pipe Inlet Protection.
- Required Usage: Locate all culvert inlets.
- Installation: Install immediately after culvert installation.
- Execution: Install in accordance with MDEP BMP #E-2 Pipe Inlet Protection.
- Maintenance: All protection shall be inspected weekly and after every storm event, to check for sediment build up or failure. Sediment shall be removed after each storm event. Stone check dam protection shall be maintained in effective condition until all permanent erosion control measures are installed for the drainage area served by the inlet.
- Removal: Removed dams when stabilized of drainage area has been established. Seed and mulch no paved areas. Areas of removal shall be inspected until stabilization of these areas is reached.

#### Temporary Mulch

- Purposed: To prevent erosion by protecting exposed soil surfaces and to aid in the growth of vegetation by conserving available moisture, controlling weeds, and providing protection against extreme heat and cold.
- Product: Organic Mulches: Hay or straw mulch.
- Required Usage: Apply to exposed soil surfaces prior to any storm event and within 7 days of exposure. Apply to all areas exposed after September 15.
- Execution: Application shall be at a rate of 2 bales (70 – 90 lb) per 1,000 ft<sup>2</sup>.
- Maintenance: All mulches shall be inspected weekly and after every storm event, to check for erosion. Remulching shall be required if less than 90% of soil surface is covered.
- Removal: Temporary Mulch shall be removed once vegetative cover has been established or regarding is to be done.

#### Temporary Grass Cover



- Purpose: To reduce erosion by stabilization of disturbed areas which have not been brought to final grade.
- Product: In accordance with BMP Table 2.1 or winter rye after September 1.
- Required Usage: Provide temporary grass cover to all disturbed areas which will receive no permanent prevention measures for a period of more than 90 days, or after September 1.
- Execution: Loosen topsoil to a depth of 2". Apply 13.8 lb of 10-10-10 fertilizer per 1,000 ft<sup>2</sup> and lime at a rate of 138 lb per 1,000 ft<sup>2</sup>. Apply seed uniformly and apply temporary mulch.
- Maintenance: All temporary covers shall be inspected weekly and after every storm event, to check for erosion. Reseeding shall be required if less than 95% of soil surface is covered. Provide for other preventative measures in the interim.

### Permanent Control Measures

#### Permanent Grass Cover

- Purpose: To permanently stabilize the soil to reduce erosion of soils.
- Products: In accordance with BMP Table 3.1 & 3.2.
- Execution: Apply fertilizer, lime in accordance with Temporary Cover and seed rates of BMP Table 3.2. Mulch after seeding. After September 1 provide temporary cover.
- Maintenance: Establish a grass cover and remove mulch. Reseed areas not attaining a cover of 90%.

#### Culvert Inlet & Outlet Protection

- Purpose: To permanently stabilize soil around culvert inlets and outlets to reduce scouring, under cutting, and erosion of soils.
- Products: Clean stones sized in accordance with enclosed details
- Installation: Concurrently with installation of culverts.
- Required Usage: Locate at all culvert entrances and discharges.
- Execution: Install in accordance with enclosed details.
- Maintenance: Inspect weekly and after every storm event. Add stones as necessary to protect soil.



## OVERWINTER CONSTRUCTION AND STABILIZATION

### PURPOSE & APPLICATIONS

If a construction site is not stabilized with pavement, a road gravel base, 75 % mature vegetation cover or riprap by November 15 then the site needs to be protected with over-winter stabilization. An area considered open is any area not stabilized with pavement; vegetation, mulching, erosion control mix, erosion control mats, riprap or gravel base on a road. The winter construction period is from November 1 through April 15.

### CONSIDERATIONS

Winter excavation and earthwork shall be completed such that no more than 1 acre of the site is without stabilization at any one time. Limit the exposed area to those areas in which work is to occur during the following 15 days and that can be mulched in one day prior to any snow event. All area shall be considered denuded until the subbase gravel is installed in roadway areas or the areas of future loam and seed have been loamed, seeded and mulched. A cover of erosion control mix performs the best. Refer to the TEMPORARY MULCHING BMP.

Any added measures, which may be necessary to control erosion/sedimentation, must be installed. These may be dependent upon site conditions, the actual site size and weather conditions.

To minimize areas without erosion control protection, continuation of earthwork operations on additional areas shall not begin until the exposed soil surface on the area being worked has been stabilized.

### SPECIFICATIONS

#### Natural Resource Protection

Any areas within 100 feet from any natural resources, if not stabilized with a minimum of 75 % mature vegetation catch, shall be mulched by December 1 and anchored with plastic netting or protected with an erosion control cover.

During winter construction, a double row of sediment barriers (i.e. silt fence backed with hay bales or erosion control mix) will be placed between any natural resource and the disturbed area. Projects crossing the natural resource shall be protected a minimum distance of 100 feet on either side from the resource. Existing projects not stabilized by December 1 shall be protected with the second line of sediment barrier to ensure functionality during the spring thaw and rains.

#### Sediment Barriers

During frozen conditions, sediment barriers may consist of erosion control mix berms or any other recognized sediment barriers as frozen soil prevents the proper installation of hay bales or silt fences.

#### Mulching

All area shall be considered to be denuded until seeded and mulched. Hay and straw mulch shall be applied at a rate of 150 lb. per 1,000 square feet or 3 tons/acre (twice the normal accepted rate of 75-lbs./1,000 s.f. or 1.5 tons/acre) and shall be properly anchored. Erosion control mix must be applied with a minimum 4 inch thickness.



Mulch shall not be spread on top of snow. The snow will be removed down to a one-inch depth or less prior to application.

After each day of final grading, the area will be properly stabilized with anchored hay or straw or erosion control matting.

An area shall be considered to have been stabilized when exposed surfaces have been either mulched or adequately anchored so that ground surface is not visible through the mulch.

Between the dates of November 1 and April 15, all mulch shall be anchored by either mulch netting, asphalt emulsion chemical, tracking or wood cellulose fiber. The cover will be considered sufficient when the ground surface is not visible through the mulch.

After November 1st, mulch and anchoring of all exposed soil shall occur at the end of each final grading workday.

#### Soil Stockpiling

Stockpiles of soil or subsoil will be mulched for over winter protection with hay or straw at twice the normal rate or with a four-inch layer of erosion control mix. This will be done within 24 hours of stocking and re-established prior to any rainfall or snowfall. Any soil stockpile will not be placed (even covered with mulch) within 100 feet from any natural resources.

#### Seeding

Between the dates of October 15 and April 1st, loam or seed will not be required. During periods of above freezing temperatures finished areas shall be fine graded and either protected with mulch or temporarily seeded and mulched until such time as the final treatment can be applied. If the date is after November 1st and if the exposed area has been loamed, final graded with a uniform surface, then the area may be dormant seeded at a rate of 3 times higher than specified for permanent seed and then mulched.

Dormant seeding may be placed prior to the placement of mulch or erosion control blankets. If dormant seeding is used for the site, all disturbed areas shall receive 4' of loam and seed at an application rate of 5lbs/1000 s.f. All areas seeded during the winter will be inspected in the spring for adequate catch. All areas insufficiently vegetated (less than 75 % catch) shall be revegetated by replacing loam, seed and mulch.

If dormant seeding is not used for the site, all disturbed areas shall be revegetated in the spring.

#### Overwinter stabilization of ditches and channels

All stone-lined ditches and channels must be constructed and stabilized by November 15. All grass-lined ditches and channels must be constructed and stabilized by September 1. If a ditch or channel is not grass-lined by September 1, then one of the following actions must be taken to stabilize the ditch for late fall and winter.

Install a sod lining in the ditch: A ditch must be lined with properly installed sod by October 1. Proper installation includes: pinning the sod onto the soil with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, watering the sod to promote root growth into the disturbed soil,



and anchoring sod at the base of the ditch with jute or plastic mesh to prevent the sod from sloughing during flow conditions. See the PERMANENT VEGETATION BMP section.

Install a stone lining in the ditch: A ditch must be lined with stone riprap by November 15. A registered professional engineer must be hired to determine the stone size and lining thickness needed to withstand the anticipated flow velocities and flow depths within the ditch. If necessary, the contractor will regrade the ditch prior to placing the stone lining so to prevent the stone lining from reducing the ditch's cross-sectional area.

#### Overwinter stabilization of disturbed slopes

All stone-covered slopes must be constructed and stabilized by November 15. And all slopes to be vegetated must be seeded and mulched by September 1. The department will consider any area having a grade greater than 15% to be a slope. If a slope to be vegetated is not stabilized by September 1, then one of the following actions must be taken to stabilize the slope for late fall and winter.

Stabilize the soil with temporary vegetation and erosion control mats -- By October 1 the disturbed slope must be seeded with winter rye at a seeding rate of 3 pounds per 1000 square feet and then install erosion control mats or anchored mulch over the seeding. If the rye fails to grow at least three inches or fails to cover at least 75% of the slope by November 1, then the contractor will cover the slope with a layer of erosion control mix or with stone riprap as described in the following standards.

Stabilize the soil with sod -- The disturbed slope must be stabilized with properly installed sod by October 1. Proper installation includes the contractor pinning the sod onto the slope with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil. The contractor will not use late-season sod installation to stabilize slopes having a grade greater than 33% (3H:1V) or having groundwater seeps on the slope face.

Stabilize the soil with erosion control mix – Erosion control mix must be properly installed by November 15. The contractor will not use erosion control mix to stabilize slopes having grades greater than 50% (2H:1V) or having groundwater seeps on the slope face. See the TEMPORARY MULCHING BMP section.

Stabilize the soil with stone riprap -- Place a layer of stone riprap on the slope by November 15. The development's owner will hire a registered professional engineer to determine the stone size needed for stability on the slope and to design a filter layer for underneath the riprap. See the RIPRAP SLOPE STABILIZATION BMP section.

#### Overwinter stabilization of disturbed soils

By September 15, all disturbed soils on areas having a slope less than 15% must be seeded and mulched. If the disturbed areas are not stabilized by this date, then one of the following actions must be taken to stabilize the soil for late fall and winter.

Stabilize the soil with temporary vegetation -- By October 1, seed the disturbed soil with winter rye at a seeding rate of 3 pounds per 1000 square feet, lightly mulch the seeded soil with hay or straw at 75 pounds per 1000 square feet, and anchor the mulch with plastic netting. Monitor growth of the rye over the next 30 days. If the rye fails to grow at least three inches or fails to cover at least 75% of the disturbed soil before November 1, then mulch the area for over-winter protection as described below.



Stabilize the soil with sod -- Stabilize the disturbed soil with properly installed sod by October 1. Proper installation includes pinning the sod onto the soil with wire pins, rolling the sod to guarantee contact between the sod and underlying soil, and watering the sod to promote root growth into the disturbed soil.

Stabilize the soil with mulch -- By November 15, mulch the disturbed soil by spreading hay or straw at a rate of at least 150 pounds per 1000 square feet on the area so that no soil is visible through the mulch. Immediately after applying the mulch, anchor the mulch with plastic netting to prevent wind from moving the mulch off the disturbed soil.

#### MAINTENANCE

Maintenance measures shall be applied as needed during the entire construction season. After each rainfall, snow storm or period of thawing and runoff, the site contractor shall perform a visual inspection of all installed erosion control measures and perform repairs as needed to insure their continuous function.

Following the temporary and/or final seeding and mulching, the contractor shall, in the spring, inspect and repair any damages and/or bare spots. An established vegetative cover means a minimum of 85 to 90 % of areas vegetated with vigorous growth.

#### STABILIZATION SCHEDULE BEFORE WINTER

- September 15** All disturbed areas must be seeded and mulched.  
All slopes must be stabilized, seeded and mulched.  
All grass-lined ditches and channels must be stabilized with mulch or an erosion control blanket.
- October 1** If the slope is stabilized with an erosion control blanket and seeded.  
All disturbed areas to be protected with an annual grass must be seeded at a seeding rate of 3 pounds per 1000 square feet and mulched.
- November 15** All stone-lined ditches and channels must be constructed and stabilized.  
Slopes that are covered with riprap must be constructed by that date.
- December 1** All disturbed areas where the growth of vegetation fails to be at least three inches tall or at least 75% of the disturbed soil is covered by vegetation, must be protected for over-winter.

NOTE: The dates given are for projects in South-Central Maine. Adjust the dates given based on the project's location within the state – reducing times up to three weeks for project's in Northern Maine and extending times up to two weeks for project's on the coast in extreme Southern Maine.





Summer's Landing  
Summer Haven Road  
Sidney, Maine

EXHIBIT E  
Traffic Information



## SUMMARY MEMORANDUM

**TO:** Mr. Fred S. Marshall  
Project Manager  
Plymouth Engineering, Inc.  
P.O. Box 46  
Plymouth, ME 04969

**DATE:** July 7, 2015

**RE:** Trip Generation and Safety Analysis for Proposed Summer's Landing Apartment Complex in Sidney

---

### Introduction

The purpose of this memorandum is to summarize revised trip generation analysis performed for a proposed apartment complex in Sidney, Maine. It is understood that the proposed Summer's Landing apartment complex has been reduced from the previously proposed sixty-four (64) dwelling-units to twenty-eight (28) apartment units. Trip generation and safety analysis for the larger complex was previously summarized in a September 17, 2014 memorandum prepared by Maine Traffic Resources.

### Trip Generation

The number of trips to be generated by the proposed apartments was estimated using the most recent Institute of Transportation Engineers (ITE) "Trip Generation, 9<sup>th</sup> Edition" report, published in 2012. Land use code (LUC) 220 – Apartment was used on the basis of 28 dwelling units. The results are summarized below:

<u>Time Period</u>	<u>Trip Generation Summary</u> <u>One-Way Trip-Ends</u>
Weekday	186
AM Peak Hour	16
Entering	5
Exiting	11
PM Peak Hour	19
Entering	12
Exiting	7

As can be seen in the preceding table, the proposed apartments will generate 16 one-way trips during the AM peak hour and 19 during their PM peak hour. During the higher PM peak hour, the 19 trips will be divided between 12 entering and 7 exiting. This level of traffic should have no significant impact off-site on traffic or safety operations beyond the site drive intersection. Generally, a project won't have a noticeable impact beyond the drive unless it generates in excess of 25 lane hour trips. The proposed apartment complex will generate a maximum of 12 lane hour trips so it shouldn't have any significant impact on off-site traffic operations.

**Safety and Sight Distance Analysis**

Typically, sight distance from the access drive is the most important safety aspect to consider for a project with limited trip generation. This sight distance is measured 10 feet back from the edge of travel way, from a driver's eye height of 3.5' to an object height of 4.25'. The speed limit is posted on Summerhaven Road at 35 mph. Maine Traffic Resources recommends a minimum of 350' of driveway sight distance for this posted 35 mph speed limit. Based upon a previous field review, it appeared that adequate sight distance could be obtained from the far easterly portion of the site, between Easy Street and Parkview Terrace, with the relocation of an existing utility pole. As previously recommended, a surveyor should locate the property line and measure the sight distance to the left to assure it will meet the recommended minimum. Sight distance to the right will be more than adequate with no concerns.

As always, please do not hesitate to contact me if you or the Town of Sidney or the City of Augusta have any questions or concerns regarding this trip generation analysis or my sight distance recommendations.

Sincerely,



Diane W. Morabito, P.E. PTOE  
President





25 Vine Street Gardiner, ME 04345  
(207) 582-5252 FAX (207) 582-1677  
mainetrafficresources.com

### SUMMARY MEMORANDUM

**TO:** Mr. Scott Braley, P.E.  
President  
Plymouth Engineering, Inc.  
P.O. Box 46  
Plymouth, ME 04969

**DATE:** September 17, 2014

**RE:** Trip Generation and Preliminary Review for Proposed Apartment Complex in Sidney

---

#### Introduction

The purpose of this memorandum is to summarize trip generation and preliminary review prepared for a proposed apartment complex on the site of the previously approved Summer's Landing subdivision in Sidney, Maine. This subdivision consisted of 14 single-family house lots, which were to be accessed from Route 27. At a later date, in 2007, access from Summerhaven Road in Augusta was considered. At that time the City of Augusta indicated that access from Summerhaven would be allowed if:

- The access on Summerhaven was located between Parkview Terrace and Easy Street to get as much separation from each street as possible
- Either the Town of Sidney or the developer agreed to maintain the short section of roadway within Augusta
- Some improvements were made to the intersection of Route 27 and Summerhaven Road since it was a high crash location with a pattern of left-turning vehicles onto Summerhaven being rear-ended by northbound Route 27 vehicles.

It is understood that the development is now being modified to consist of 64 2-bedroom apartment units, which are currently proposed to be assessed from Summerhaven Road in Augusta.

#### Trip Generation

The number of trips generated by the proposed apartment units as well as the previously approved house lots was estimated using the most recent Institute of Transportation Engineers (ITE) "Trip Generation, 9<sup>th</sup> Edition" report, published in 2012. Land use codes (LUC) 210 – Single-Family Detached Housing and 220 – Apartment were used on the basis of 14 and 64 dwelling units respectively. The results are summarized as follows:

**Trip Generation Summary – One Way-Trip Ends**

<u>Time Period</u>	<u>Previous Subdivision</u>			<u>Proposed Apartments</u>		
	<u>Enter</u>	<u>Exit</u>	<u>Total</u>	<u>Enter</u>	<u>Exit</u>	<u>Total</u>
Weekday	67	67	134	213	213	426
AM Peak Hour - Generator	3	8	11	10	25	35
PM Peak Hour – Generator	9	5	14	26	17	43

As can be seen above, the proposed apartments will generate 35 one-way trips during their AM peak hour and 43 during their PM peak hour. During the higher PM peak hour, the 43 trips will be distributed as 26 entering and 17 exiting. Given these trip levels the City of Augusta may require a Traffic Impact Study. This Traffic Impact Study would be expected to evaluate Summerhaven Road from the site drive through the intersection of Route 8/11/27.

**Safety Analysis**

**Accident Review**

The Maine Department of Transportation uses two criteria to determine high crash locations (HCLs). The first is the critical rate factor (CRF), which is a measure of the accident rate. A CRF greater than one indicates a location which has a higher than expected accident rate. The expected rate is calculated as a statewide average of similar facilities.

The second criterion, which must also be met, is based upon the number of accidents that occur at a particular location. Eight or more accidents must occur over the three-year study period for the location to be considered a high crash location. The CRF and number of accidents are summarized for Route 27 and Summerhaven Road in the vicinity of the site for the most recent three-year period, 2011 to 2013, in the following tables:

<u>Route 8/11/27 Location Description</u>	<u># of Acc.</u>	<u>CRF</u>
Between 0.97 miles south of Summerhaven and Summerhaven Road	13	0.40
Intersection of Summerhaven Road	5	1.18
Between Summerhaven and Augusta/Sidney Town Line	1	0.42
Intersection of Pam Cor Drive	1	0.38

<u>Summerhaven Road Location Description</u>	<u># of Acc.</u>	<u>CRF</u>
Between Route 8/11/27 and Sanford Road	4	0.79
Between Parkview Terrace and Augusta/Sidney Town Line	1	0.40
Between Augusta/Sidney Town Line and Birch Circle	1	0.85

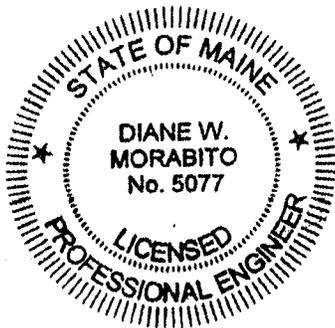
As can be seen in the preceding tables, there are no high crash locations within the vicinity of the site. The intersection of Summerhaven Road and Route 8/11/27 no longer meets the high crash criteria since only five accidents occurred at the intersection over the three-year study period. However, given that the location used to be high crash and given that there was previously a clear pattern of accidents involving left-turners being rear-ended, Maine Traffic Resources obtained the individual police reports for the five accidents. A review of the reports shows that only one of the five was a left-turner being rear-ended. Hence, the previous pattern appears to have been resolved.

**Sight Distance**

Typically, sight distance from the access drive is one of the most important safety aspects to consider in a traffic impact study. This sight distance is measured 10 feet back from the edge of travel way, from a driver's eye height of 3.5' to an object height of 4.25'. The speed limit is posted on Summerhaven Road at 35 mph. Maine Traffic Resources recommends a minimum of 350' of intersection sight distance for this posted 35 mph speed limit.

It appears that adequate sight distance can be obtained from the far easterly portion of the site, between Easy Street and Parkview Terrace. In order to locate the site drive in this location an existing utility pole will need to be relocated. It is recommended that a surveyor locate the property line and measure the sight distance to the left to assure it will meet the recommended minimum. Sight distance to the right will be more than adequate with no concerns.

As always, please do not hesitate to contact me if you or the Town of Sidney or the City of Augusta have any questions or concerns regarding this preliminary review.



Sincerely,

A handwritten signature in black ink that reads "Diane W. Morabito".

Diane W. Morabito, P.E. PTOE  
President



**Report Selections and Input Parameters**

REPORT SELECTIONS

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

REPORT DESCRIPTION

Rte 8 from Whiskey Way to Pond Rd in Augusta and Sidney

REPORT PARAMETERS

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

Route: 0008X

Start Node: 28002  
End Node: 28004

Start Offset: 0  
End Offset: 0

- Exclude First Node  
 Exclude Last Node

Crash Summary I

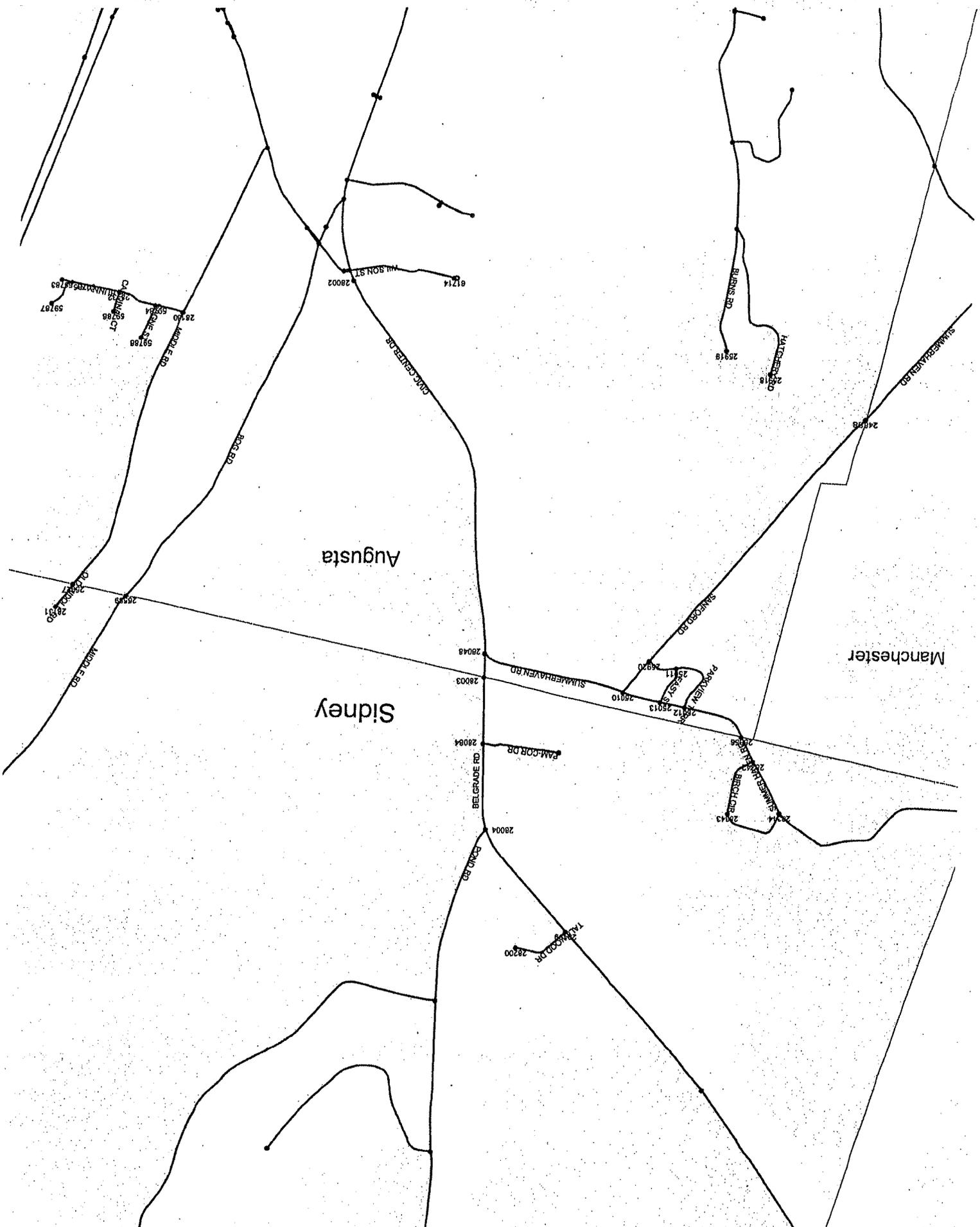
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	Sections							Annual HMVM	Crash Rate	Critical Rate	CRF	
							K	A	B	C	PD	Injury	Percent Injury					
28002	28048	3130587 Non Int CIVIC CENTER DR	0 - 0.25	0008X - 4.76 ST RTE 8	0.25	2	8	0	2	0	2	4	50.0	0.00970	274.79	374.93	0.00	0.73
28002	28048	3130587 Non Int CIVIC CENTER DR	0.25 - 1.22	0008X - 5.01 ST RTE 8	0.97	2	13	0	1	1	1	10	23.1	0.03765	115.09	286.27	0.00	0.40
28003	28048	3108699 TL Augusta Sidney	0 - 0.07	0008X - 5.98 ST RTE 8	0.07	1	1	0	0	0	0	0	0.0	0.00197	169.15	405.56	0.00	0.42
28003	28084	3108700 TL Augusta Sidney	0 - 0.20	0008X - 6.05 ST RTE 8	0.20	1	0	0	0	0	0	0	0.0	0.00562	0.00	309.97	0.00	
28004	28084	3108701 Int of BELGRADE RD, POND RD	0 - 0.26	0008X - 6.25 ST RTE 8	0.26	1	2	0	0	0	1	1	50.0	0.00726	91.79	290.45	0.00	
<b>Section Totals:</b>					1.75	24	0	3	1	4	15	33.3	0.06221	128.59	245.84	0.52		
<b>Grand Totals:</b>					1.75	30	0	4	1	7	17	40.0	0.06221	160.73	346.62	0.46		

Study Years: 3.00

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

**Crash Summary I**

Node	Route - MP	Node Description	Nodes											CRF
			U/R	Total Crashes	K	Injury Crashes			Percent Annual M			Crash Rate	Critical Rate	
						A	B	C	PD	Injury	Ent-Veh			
28048	1100356 - 0	Int of CIVIC CENTER DR, SUMMERHAVEN RD	2	5	0	0	0	3	2	60.0	3.655	0.34	0.32	1.07
25010	1100356 - 0.40	Int of SANFORD RD, SUMMERHAVEN RD	1	0	0	0	0	0	0	0.0	0.631	0.00	0.12	0.00
25013	1100356 - 0.54	Int of EASY ST, SUMMERHAVEN RD	1	0	0	0	0	0	0	0.0	0.501	0.00	0.12	0.00
25012	1100356 - 0.61	Int of PARKVIEW TERR, SUMMERHAVEN RD	1	0	0	0	0	0	0	0.0	0.477	0.00	0.12	0.00
25056	1100356 - 0.82	TL - Augusta, Sidney	1	0	0	0	0	0	0	0.0	0.452	0.00	0.12	0.00
28342	1100356 - 0.90	Int of BIRCH CIR, SUMMER HAVEN RD	1	0	0	0	0	0	0	0.0	0.446	0.00	0.12	0.00
<b>Study Years: 4.00</b>														
<b>NODE TOTALS:</b>				5	0	0	0	3	2	60.0	6.162	0.20	0.28	0.73



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# Crash Summary Report

## Report Selections and Input Parameters

REPORT SELECTIONS

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

REPORT DESCRIPTION

Rte 8 from Whiskey Way to Pond Rd in Augusta and Sidney

REPORT PARAMETERS

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

Route: 0008X

Start Node: 28002  
End Node: 28004

Start Offset: 0  
End Offset: 0

Exclude First Node  
 Exclude Last Node

# Crash Summary I

Notes

Node	Route - MP	Node Description	U/R	Total Crashes	K	A	B	C	PD	Injury	Percent Annual M	Crash Rate	Critical Rate	CRF
28048	0008X - 5.98	Int of CIVIC CENTER DR SUMMERHAVEN RD	2	5	0	0	0	3	2	60.0	3.655	0.46	0.39	1.18
												Statewide Crash Rate:	0.14	
28003	0008X - 6.05	TL Augusta Sidney	1	0	0	0	0	0	0	0.0	2.814	0.00	0.32	0.00
												Statewide Crash Rate:	0.10	
28084	0008X - 6.25	Int of BELGRADE RD PAM COR DR	1	1	0	1	0	0	0	100.0	2.826	0.12	0.32	0.00
												Statewide Crash Rate:	0.10	0.33

Study Years: 3.00

NODE TOTALS: 6 0 1 0 3 2 66.7 9.295 0.22 0.26 0.82

# Crash Summary I

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	Injury Crashes			Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF				
							A	B	C									
28002	28048	3130587	0 - 0.25	0008X - 4.76 ST RTE 8	0.25	2	8	0	2	0	2	4	50.0	0.00970	274.79	374.93	0.00	0.73
28002	28048	3130587	0.25 - 1.22	0008X - 5.01 ST RTE 8	0.97	2	13	0	1	1	1	10	23.1	0.03765	115.09	286.27	0.00	0.40
28003	28048	3108699	0 - 0.07	0008X - 5.98 ST RTE 8	0.07	1	1	0	0	0	0	0	0.0	0.00197	169.15	405.56	0.00	0.42
28003	28084	3108700	0 - 0.20	0008X - 6.05 ST RTE 8	0.20	1	0	0	0	0	0	0	0.0	0.00562	0.00	309.97	0.00	
28004	28084	3108701	0 - 0.26	0008X - 6.25 ST RTE 8	0.26	1	2	0	0	0	1	1	50.0	0.00726	91.79	290.45	0.00	
<b>Section Totals:</b>					1.75	24	0	3	1	4	15	33.3	0.06221	128.59	245.84	0.52		
<b>Grand Totals:</b>					1.75	30	0	4	1	7	17	40.0	0.06221	160.73	346.62	0.46		

Study Years: 3.00

# 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

Summerhaven Rd

REPORT PARAMETERS

Year 2011, Start Month 1 through Year 2014 End Month: 12

Route: 1100356

Start Node: 28048

Start Offset: 0

Exclude First Node

End Node: 28342

End Offset: 0

Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

**Crash Summary I**

Node	Route - MP	Node Description	Nodes											CRF	
			U/R	Total Crashes	K	A	B	C	PD	Injury Crashes	Percent Annual M Ent-Veh	Crash Rate	Critical Rate		
28048	1100356 - 0	Int of CIVIC CENTER DR, SUMMERHAVEN RD	2	5	0	0	0	3	2	2	60.0	3.655	0.34	0.32	1.07
25010	1100356 - 0.40	Int of SANFORD RD, SUMMERHAVEN RD	1	0	0	0	0	0	0	0	0.0	0.631	Statewide Crash Rate: 0.12 0.00	0.12	0.48
25013	1100356 - 0.54	Int of EASY ST, SUMMERHAVEN RD	1	0	0	0	0	0	0	0	0.0	0.501	Statewide Crash Rate: 0.12 0.00	0.12	0.00
25012	1100356 - 0.61	Int of PARKVIEW TERR, SUMMERHAVEN RD	1	0	0	0	0	0	0	0	0.0	0.477	Statewide Crash Rate: 0.12 0.00	0.12	0.50
25056	1100356 - 0.82	TL - Augusta, Sidney	1	0	0	0	0	0	0	0	0.0	0.452	Statewide Crash Rate: 0.12 0.00	0.12	0.50
28342	1100356 - 0.90	Int of BIRCH CIR, SUMMER HAVEN RD	1	0	0	0	0	0	0	0	0.0	0.446	Statewide Crash Rate: 0.12 0.00	0.12	0.00
<b>Study Years: 4.00</b>															
<b>NODE TOTALS:</b>			5	5	0	0	0	3	2	2	60.0	6.162	0.20	0.28	0.73

# Crash Summary I

## Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	A	B	C	PD	Injury	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
25010	28048	201653	0 - 0.40	1100356 - 0	0.40	1	4	0	0	1	2	50.0	50.0	0.00245	407.70	517.31	0.00
				RD INV 11 00356													
25010	25013	201651	0 - 0.14	1100356 - 0.40	0.14	1	0	0	0	0	0	0.0	0.0	0.00071	0.00	709.11	0.00
				RD INV 11 00356													
25012	25013	201657	0 - 0.07	1100356 - 0.54	0.07	1	0	0	0	0	0	0.0	0.0	0.00033	0.00	823.80	0.00
				RD INV 11 00356													
25012	25056	201658	0 - 0.21	1100356 - 0.61	0.21	1	1	0	0	1	0	100.0	100.0	0.00095	262.40	659.54	0.00
				RD INV 11 00356													
25056	28342	201722	0 - 0.08	1100356 - 0.82	0.08	1	1	0	0	1	0	100.0	100.0	0.00036	694.38	813.63	0.00
				RD INV 11 00356													
TL - Augusta, Sidney																	
<b>Study Years: 4.00</b>					<b>Section Totals:</b>	0.90	6	0	0	2	2	2	66.7	0.00480	312.21	437.19	0.71
<b>Grand Totals:</b>					0.90	11	0	0	2	5	4	63.6	0.00480	572.39	473.35	1.21	

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2011-19336

STATE OF MAINE CRASH REPORT

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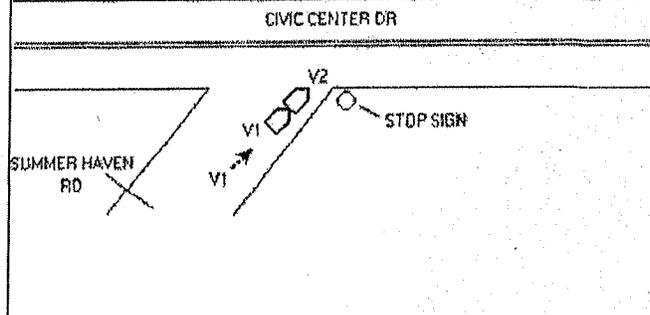
1

Reporting Agency <b>ME0060100</b>		Report Number <b>11002-1152-AC</b>		Crash Date <b>12/20/2011</b>		Crash Time <b>07:04</b>		At Scene Date <b>12/20/2011</b>		At Scene Time <b>07:13</b>										
City or Town <b>Augusta</b>			Street or Highway <b>558 CIVIC CENTER DR</b>			Nearest Intersecting Street <b>1185 SUMMER HAVEN RD</b>			<input type="checkbox"/> Off Road											
Direction FROM Nearest Intersection to Crash Site <input checked="" type="checkbox"/> At Intersection <input type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West				Distance From Nearest Inter. <input type="checkbox"/> Feet <input type="checkbox"/> Miles		Latitude			Longitude											
Node 1 <b>28048</b>		Node 2 <b>0</b>		Measurement Node		Distance to Scene <b>0.0</b>		Posted Speed Limit <b>35</b>		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45										
(F1) Type of Crash <b>2 - Rear End / Sideswipe</b>						(F2) Type of Location <b>3 - Three Leg Intersection</b>														
(F3) Weather Condition <b>1 - Clear</b>						(F4) Light Condition <b>1 - Daylight</b>														
(F5) Road Grade <b>2 - On Grade</b>						(F6) Road Surface Condition <b>1 - Dry</b>														
(F7) Traffic Control Device <b>5 - Stop Signs - Other</b>						Traffic Control Device Operational (pre-crash)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk														
(F8) Location of First Harmful Event <b>1 - On Roadway</b>						Total Damage over Threshold? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No														
(F9) Contributing Circumstances - Environment 1 <b>1 - None</b>						(F9) Contributing Circumstances - Environment 2														
(F10) Contributing Circumstances - Road 1 <b>1 - None</b>						(F10) Contributing Circumstances -Road 2														
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk														
(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone														
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No														
NARRATIVE <b>V2 WAS STOPPED AT THE STOP SIGN ON SUMMER HAVEN RD. V1 WAS STOPPED BEHIND V2. DRIVER OF V1 STATED HE LOOKED TO HIS LEFT WHEN HE SAW V2 START TO PROCEED AND DID NOT REALIZE V2 HAD STOPPED AGAIN. V1 RAN INTO THE REAR OF V2.</b>						CRASH DIAGRAM <p>● = stop sign</p>														
Witness Last Name			First			MI			Address			City			State			Zip		
Witness Last Name			First			MI			Address			City			State			Zip		
Non Vehicle Property Damage Description									<input type="checkbox"/> State			<input type="checkbox"/> City or Town			<input type="checkbox"/> Utilities			<input type="checkbox"/> Private		
Property Owner Name									Address			City			State			Zip		
Non Vehicle Property Damage Description									<input type="checkbox"/> State			<input type="checkbox"/> City or Town			<input type="checkbox"/> Utilities			<input type="checkbox"/> Private		
Property Owner Name									Address			City			State			Zip		
Reporting Officer <b>CHRISTOPHER GUAY</b>				Badge# <b>28</b>		Report Date <b>12/20/2011</b>				Approved By <b>409</b>				Approved Date <b>12/20/2011</b>						

2011-9864

# STATE OF MAINE CRASH REPORT

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<b>Reporting Agency</b> ME0060100	<b>Report Number</b> 11002-815-AC	<b>Crash Date</b> 9/9/2011	<b>Crash Time</b> 07:28	<b>At Scene Date</b> 9/9/2011	<b>At Scene Time</b> 08:00	
<b>City or Town</b> Augusta	<b>Street or Highway</b> 884 CIVIC CENTER DR		<b>Nearest Intersecting Street</b> 1001 SUMMER HAVEN RD		<input type="checkbox"/> Off Road	
<b>Direction FROM Nearest Intersection to Crash Site</b> <input checked="" type="checkbox"/> At Intersection <input type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West		<b>Distance From Nearest Inter.</b> <input type="checkbox"/> Feet <input type="checkbox"/> Miles	<b>Latitude</b>		<b>Longitude</b>	
<b>Node 1</b> 28048	<b>Node 2</b> 0	<b>Measurement Node</b>	<b>Distance to Scene</b> 0	<b>Posted Speed Limit</b> 35	<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45	
<b>(F1) Type of Crash</b> 2 - Rear End / Sideswipe			<b>(F2) Type of Location</b> 3 - Three Leg Intersection			
<b>(F3) Weather Condition</b> 2 - Cloudy			<b>(F4) Light Condition</b> 1 - Daylight			
<b>(F5) Road Grade</b> 2 - On Grade			<b>(F6) Road Surface Condition</b> 1 - Dry			
<b>(F7) Traffic Control Device</b> 5 - Stop Signs - Other			<b>Traffic Control Device Operational (pre-crash)?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk			
<b>(F8) Location of First Harmful Event</b> 1 - On Roadway			<b>Total Damage over Threshold?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
<b>(F9) Contributing Circumstances - Environment 1</b> 1 - None			<b>(F9) Contributing Circumstances - Environment 2</b>			
<b>(F10) Contributing Circumstances - Road 1</b> 1 - None			<b>(F10) Contributing Circumstances -Road 2</b>			
<b>In or Near a Construction, Maintenance, or Utility Work Zone?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk			<b>Work Zone Workers Present?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk			
<b>(F11) Location of the Crash related to Work Zone</b>			<b>(F12) Type of Work Zone</b>			
<b>Law Enforcement Present at Work Zone?</b> <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No			<b>School Bus Related?</b> <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No			
<b>NARRATIVE</b> V2 WAS TRAVELING EAST BOUND ON SUMMER HAVEN RD AND HAD COME TO A STOP AT THE INTERSECTION OF CIVIC CENTER DR. V1 WAS TRAVELING DIRECTLY BEHIND V2. V1 STARTED IN TRAFFIC AS HE THOUGHT V2 HAD PROCEEDED AS WELL, WHEN IN FACT V2 REMAINED STOPPED, YIELDING TO INCOMING TRAFFIC ON CIVIC CENTER DR. V1 STRUCK THE REAR OF V2. DRIVER OF V2 COMPLAINED OF NECK PAIN BUT DECLINED RESCUE.			<b>CRASH DIAGRAM</b> <div style="text-align: right; border: 1px solid black; padding: 2px; width: fit-content; margin: 0 auto;">CAPITOL CITY GUN CLUB</div> 			
<b>Witness Last Name</b>	<b>First</b>	<b>MI</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
<b>Witness Last Name</b>	<b>First</b>	<b>MI</b>	<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
<b>Non Vehicle Property Damage Description</b>			<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private			
<b>Property Owner Name</b>			<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
<b>Non Vehicle Property Damage Description</b>			<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private			
<b>Property Owner Name</b>			<b>Address</b>	<b>City</b>	<b>State</b>	<b>Zip</b>
<b>Reporting Officer</b> BRIAN WASTELLA		<b>Badge#</b> 26	<b>Report Date</b> 9/9/2011	<b>Approved By</b> 138		<b>Approved Date</b> 9/10/2011

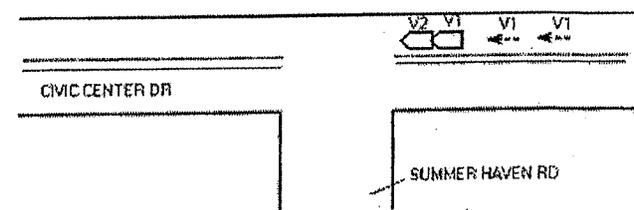
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2012-36348

STATE OF MAINE CRASH REPORT

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Reporting Agency <b>ME0060100</b>	Report Number <b>12002-658-AC</b>	Crash Date <b>8/6/2012</b>	Crash Time <b>12:42</b>	At Scene Date <b>8/6/2012</b>	At Scene Time <b>13:01</b>	
City or Town <b>Augusta</b>	Street or Highway <b>1001 SUMMER HAVEN RD</b>	Nearest Intersecting Street <b>884 CIVIC CENTER DR</b>		<input type="checkbox"/> Off Road		
Direction FROM Nearest Intersection to Crash Site <input checked="" type="checkbox"/> At Intersection <input type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input type="checkbox"/> West		Distance From Nearest Inter. <input type="checkbox"/> Feet <input type="checkbox"/> Miles	Latitude	Longitude		
Node 1 <b>28048</b>	Node 2 <b>0</b>	Measurement Node	Distance to Scene <b>100</b>	Posted Speed Limit <b>45</b>	<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45	
(F1) Type of Crash <b>2 - Rear End / Sideswipe</b>			(F2) Type of Location <b>3 - Three Leg Intersection</b>			
(F3) Weather Condition <b>1 - Clear</b>			(F4) Light Condition <b>1 - Daylight</b>			
(F5) Road Grade <b>1 - Level</b>			(F6) Road Surface Condition <b>1 - Dry</b>			
(F7) Traffic Control Device <b>13 - None</b>			Traffic Control Device Operational (pre-crash)? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk			
(F8) Location of First Harmful Event <b>1 - On Roadway</b>			Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
(F9) Contributing Circumstances - Environment 1 <b>1 - None</b>			(F9) Contributing Circumstances - Environment 2			
(F10) Contributing Circumstances - Road 1 <b>1 - None</b>			(F10) Contributing Circumstances -Road 2			
In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk			Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk			
(F11) Location of the Crash related to Work Zone			(F12) Type of Work Zone			
Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No			School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No			
NARRATIVE <b>V2 STOPPED NORTH BOUND ON CIVIC CENTER DR TO TURN LEFT ONTO SUMMER HAVEN RD. WHILE V2 WAS STOPPED V1, THAT WAS ALSO TRAVELING NORTH, STRUCK THE REAR END OF V2. THE DRIVER OF V1 STATED THAT THEY WERE NOT FOLLOWING TOO CLOSELY TO V2 AND THAT THE BRAKE LIGHTS OF V2 DID NOT ACTIVATE WHEN V2 CAME TO A STOP.</b>			CRASH DIAGRAM 			
Witness Last Name	First	MI	Address	City	State	Zip
Witness Last Name	First	MI	Address	City	State	Zip
Non Vehicle Property Damage Description			<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private			
Property Owner Name			Address	City	State	Zip
Non Vehicle Property Damage Description			<input type="checkbox"/> State <input type="checkbox"/> City or Town <input type="checkbox"/> Utilities <input type="checkbox"/> Private			
Property Owner Name			Address	City	State	Zip
Reporting Officer <b>LAURA D DROUIN</b>	Badge# <b>40</b>	Report Date <b>8/6/2012</b>	Approved By <b>135</b>		Approved Date <b>8/6/2012</b>	

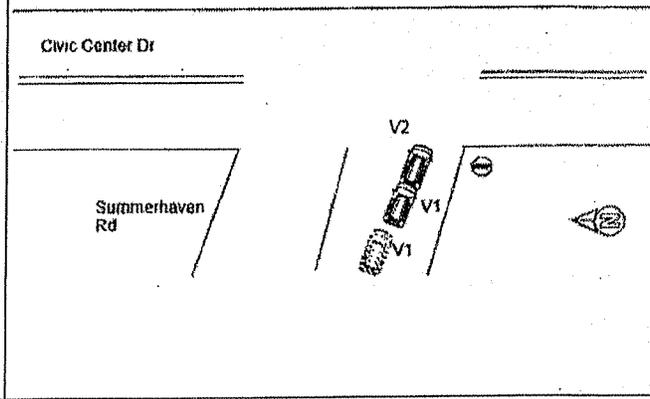


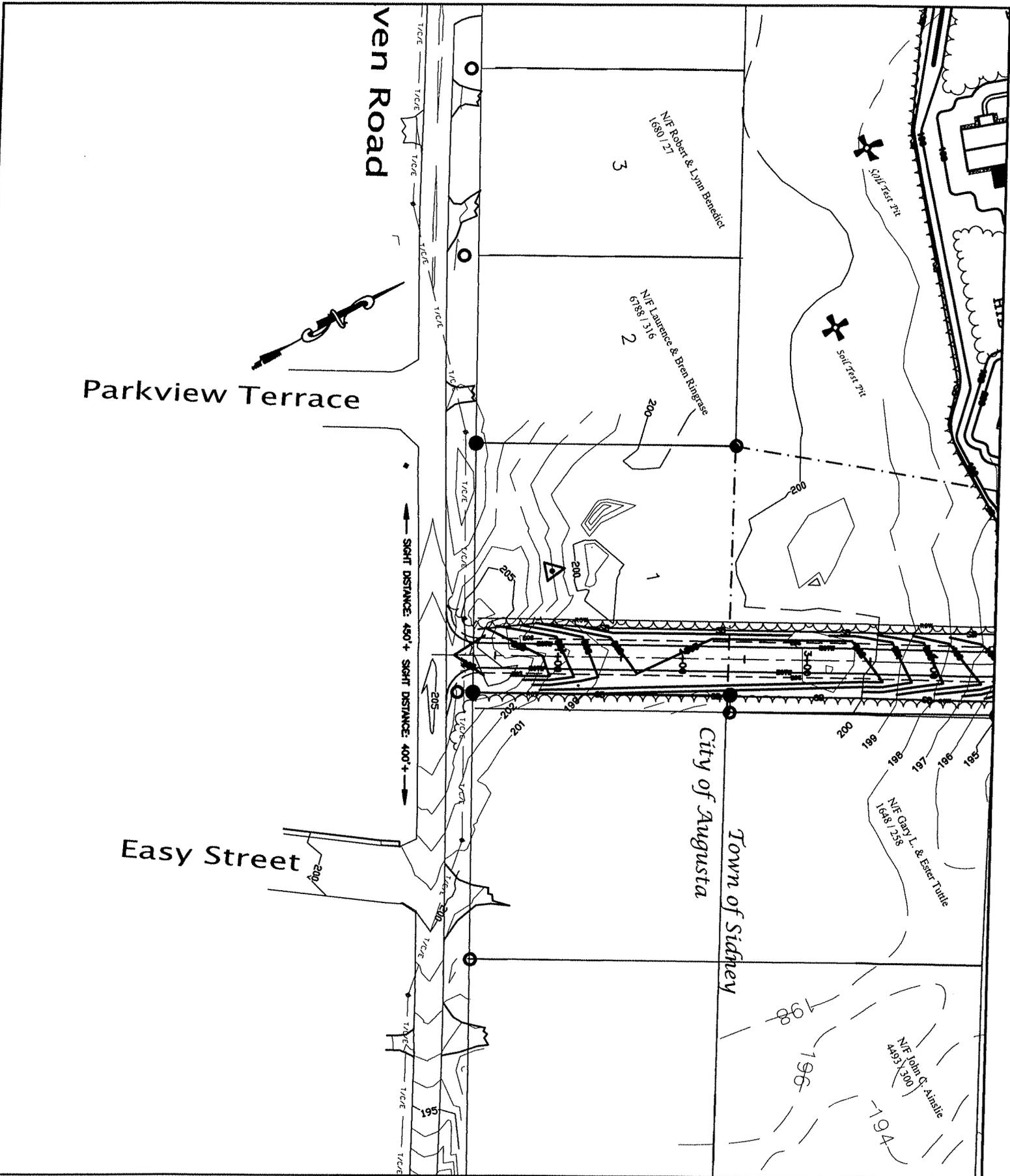
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2013-35547

STATE OF MAINE CRASH REPORT

FIRST PAGE

F M A I N E D E P A R T M E N T O F P U B L I C S A F E T Y	Reporting Agency <b>ME0060100</b>		Report Number <b>13002-1193-AC</b>		Crash Date <b>12/30/2013</b>		Crash Time <b>09:02</b>		At Scene Date <b>12/30/2013</b>		At Scene Time <b>09:14</b>									
	City or Town <b>Augusta</b>			Street or Highway <b>1001 SUMMER HAVEN RD</b>			Nearest Intersecting Street <b>884 CIVIC CENTER DR</b>			<input type="checkbox"/> Off Road										
	Direction FROM Nearest Intersection to Crash Site <input type="checkbox"/> At Intersection <input type="checkbox"/> North <input type="checkbox"/> South <input type="checkbox"/> East <input checked="" type="checkbox"/> West				Distance From Nearest Inter. <b>10</b> <input checked="" type="checkbox"/> Feet <input type="checkbox"/> Miles		Latitude			Longitude										
	Node 1 <b>28048</b>		Node 2 <b>0</b>		Measurement Node		Distance to Scene <b>0.0</b> <input type="checkbox"/> Miles <input type="checkbox"/> Feet		Posted Speed Limit <b>35</b>		<input type="checkbox"/> Unknown <input type="checkbox"/> Not Posted 25 <input type="checkbox"/> N/A <input type="checkbox"/> Not Posted 45									
	(F1) Type of Crash <b>2 - Rear End / Sideswipe</b>						(F2) Type of Location <b>3 - Three Leg Intersection</b>													
	(F3) Weather Condition <b>2 - Cloudy</b>						(F4) Light Condition <b>1 - Daylight</b>													
	(F5) Road Grade <b>2 - On Grade</b>						(F6) Road Surface Condition <b>4 - Slush</b>													
	(F7) Traffic Control Device <b>5 - Stop Signs - Other</b>						Traffic Control Device Operational (pre-crash)? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk													
	(F8) Location of First Harmful Event <b>1 - On Roadway</b>						Total Damage over Threshold? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No													
	(F9) Contributing Circumstances - Environment 1 <b>1 - None</b>						(F9) Contributing Circumstances - Environment 2													
	(F10) Contributing Circumstances - Road 1 <b>2 - Road Surface Condition (Wet, Icy, Snow, Slush, etc.)</b>						(F10) Contributing Circumstances -Road 2													
	In or Near a Construction, Maintenance, or Utility Work Zone? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk						Work Zone Workers Present? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk													
	(F11) Location of the Crash related to Work Zone						(F12) Type of Work Zone													
	Law Enforcement Present at Work Zone? <input type="checkbox"/> Officer Present <input type="checkbox"/> Law Enforcement Vehicle Only <input type="checkbox"/> No						School Bus Related? <input type="checkbox"/> Yes, Directly Involved <input type="checkbox"/> Yes, Indirectly Involved <input checked="" type="checkbox"/> No													
	NARRATIVE <b>V1 WAS TRAVELING EAST ON THE SUMMERHAVEN RD APPROACHING THE INTERSECTION WITH CIVIC CENTER DR. V2 WAS STOPPED ON SUMMERHAVEN RD FACING EAST LOOKING TO MAKE A RIGHT TURN ONTO CIVIC CENTER DR. V1 WAS UNABLE TO STOP DUE TO THE SNOW A SLUSH. V1 STRUCK V2.</b>						CRASH DIAGRAM  													
Witness Last Name			First			MI			Address			City			State			Zip		
Witness Last Name			First			MI			Address			City			State			Zip		
Non Vehicle Property Damage Description									<input type="checkbox"/> State			<input type="checkbox"/> City or Town			<input type="checkbox"/> Utilities			<input type="checkbox"/> Private		
Property Owner Name						Address			City			State			Zip					
Non Vehicle Property Damage Description									<input type="checkbox"/> State			<input type="checkbox"/> City or Town			<input type="checkbox"/> Utilities			<input type="checkbox"/> Private		
Property Owner Name						Address			City			State			Zip					
Reporting Officer <b>SCOTT HARRIS</b>				Badge# <b>27</b>		Report Date <b>12/30/2013</b>				Approved By <b>138</b>				Approved Date <b>12/30/2013</b>						



**Plymouth Engineering**  
 P.O. Box 46 30 Lower Detroit Road  
 Plymouth, Maine 04960  
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 info@plymouthengineering.com  
 www.plymouthengineering.com

DESIGNED FSM	PROJECT NO. 13139
DRAWN FSM	DRAWING NO. 13139BASE.dwg
CHECKED SEB	FILING NO. N/A
APPROVED	SCALE: 1"=100'
PLAN DATE July 6, 2015	DATE ISSUED
CLIENT	PROJECT NAME
STEPHAN KRUSE AND JACQUELYN KRUSE 42 BRIAN'S WAY NORRIDGEWOCK, MAINE 04957	Sight Distance

**SUMMER'S LANDING**  
 Summer Haven Road  
 Sidney Maine



Summer's Landing  
Summer Haven Road  
Augusta



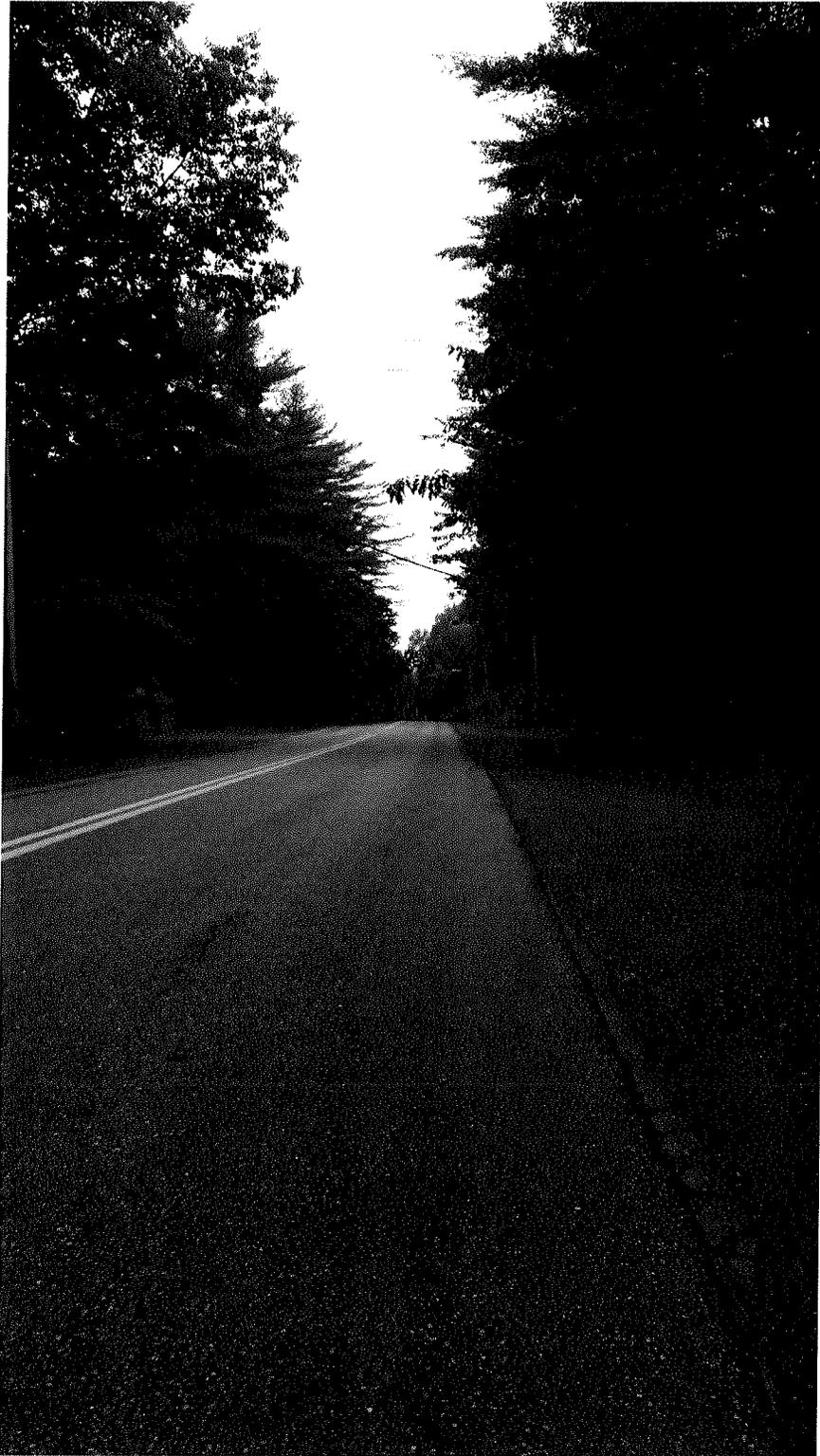
Sight Distance 350'-East

Summer's Landing  
Summer Haven Road  
Augusta



Sight Distance 450'-East

Summer's Landing  
Summer Haven Road  
Augusta



Sight Distance 350'-West

Summer's Landing  
Summer Haven Road  
Augusta



Sight Distance 450'-West

Summer's Landing  
Summer Haven Road  
Sidney, Maine

EXHIBIT F  
Drawings

