



May 30, 2025

Amanda Lessard, Senior Planner  
Town of Windham  
8 School Road  
Windham, Maine 04062

**Re: Response to Town Review Comments  
Dolley Farm Subdivision  
25 River Road, LLC – Applicant**

Dear Amanda:

On behalf of 25 River Road LLC, we have prepared this letter and attached information in response to the comments presented in the Planning Board Memo – Preliminary Plan Review dated May 8, 2025. We have made revisions to the plans to address the comments and have also made revisions related to a request from an abutting property owner to acquire a portion of the property to be merged with their adjacent land, as further described below.

**Conveyance to Abutter at 236 Main Street**

Elizabeth and Derek Patnaude are the owners of property located at 236 Main Street (Tax Map 42, Lot 3-D), which abuts our development parcel. The Patnaude's contacted us following a Planning Board meeting to inquire about the possibility of acquiring some land that would enable them to build a deck and a garage on their property. The Patnaude's have entered into a Purchase and Sale Agreement whereby they will be purchasing approximately 2.59 acres of land from 25 River Road LLC as shown on the attached revised plans. The conveyed land will be merged with their existing parcel located at 236 Main Street, and will be considered a conveyance to an abutter. A copy of the Purchase and Sale Agreement is attached, and the closing is anticipated to be completed within 3 weeks.

**Coordination with Abutter at 469 River Road**

We have continued to communicate with Vicki Kapusta regarding buffering of the property boundary between the two parcels and options for relocating her well or keeping it in its current location. We have presented options to Ms. Kapusta that she is considering, and we are awaiting further direction from her on her preferred method for dealing with these design considerations. Since we are only seeking preliminary approval, we request that the items related to 469 River Road be discussed at the Final Plan stage to give Ms. Kapusta additional time to provide our design team with direction.

**Water Main Extension in River Road**

The Portland Water District has requested that the water main extension remain on the west side of River Road, so we have updated the plans to show this. PWD is still reviewing our plans, and we expect with this revision they will be able to issue an Ability to Serve approval letter.

**Planning Department Comments**

*Comment #1 – Future submissions should remove language about the project being multi-phase.*

Response #1 – We have removed references to phasing.

Comment #2 – *Discrepancy between the parcel acreage on the survey and the subdivision/site plan.*

Response #2 – The total parcel area is 33.4 acres – General Notes and net residential density calculations have been updated.

Comment #3 – *Provide justification on why it is not possible to separate curb cuts by 75 feet.*

Response #3 – The units are generally spaced with the center of each building being separated by approximately 82 feet to the center of the adjacent building. “Driveway Separation” is not explicitly defined in the ordinance to measure green space between driveways or distance between center of driveway entrances, so that is up to the Board to interpret. The green space between driveways on our proposed plan could be increased by reducing the width of the driveways to only allow for one vehicle per unit instead of two, or by spreading out the units so that several more buildings have direct access on Thayer Drive, which would result in having the back yards of the units looking into the back yards of other units, which is not a desirable layout for the neighborhood. After evaluating these alternatives, it is our opinion that the proposed spacing is a better alternative than the other options considered, and that we are able to accommodate landscaping requirements and vehicle safety with the proposed spacing adequately.

Comment #4 – *For final plan review, The HHE-200s for disposal fields A, C, and D should include the Fuji Clean CEN-21 ATUs.*

Response #4 – As requested we will update the HHE-200 to specify the use of Fuji Clean CEN-21 ATUs and submit them with our final plan application.

Comment #5 – *The proposed pole-mounted cobra head light on the existing utility pole on River Road south of the Dolley Farm Road is too far from the intersection.*

Response #5 – We revised the plans to propose a new utility pole with cobra head closer to the project driveway entrance.

Comment #6 – *Show tree line of existing trees along River Road on the subdivision plan or propose street trees along River Road.*

Response #6 – The existing tree line was added to the plans, as requested.

Comment #7 – *The subdivision plan, by notes on the final plan and/or deed restrictions, not allow for the clearing of trees in areas where tree cover is depicted on the plan for a period of at least five years from the date of Planning Board approval.*

Response #7 – Note 12 was added to the Subdivision Plan.

Comment #8 – *Staff are concerned that the paved shoulder proposed along River Road will increase vehicle travel speed and not provide adequate safety to pedestrians.*

Response #8 – The paved shoulder that was previously proposed has been replaced with a curbed sidewalk. The curbing will provide a 3-foot paved shoulder on River Road and a 5-foot paved raised sidewalk. The portion of River Road that is just south of the Dolley Farm Road entrance is too flat to

install curbing, so we have proposed a sidewalk connection that runs off the pavement with a wide esplanade that will provide open drainage in this area.

*Comment #9 – Where the applicant proposes improvements within existing public streets, the proposed design and construction details shall be approved, in writing, by the Director of Public Works or the MDOT.*

Response #9 – It is our understanding that Public Works will review our project plans and will provide written endorsement to the Planning Office once they are satisfied with the project design. Please let us know if we need to make a separate request to Public Works directly.

*Comment #10 – Obtain permission to discharge stormwater runoff in the Town storm drainage system*

Response #10 – It is our understanding that Public Works will review our project plans and will provide written endorsement to the Planning Office once they are satisfied with the project design. Please let us know if we need to make a separate request to Public Works directly.

*Comment #11 – Does the location of the septic disposal field need NRPA permit for disturbance within 25' of the wetlands?*

Response #11 – The NRPA setback only applies to streams and Wetlands of Special Significance, and the site does not contain any resources with those designations.

*Comment #12 – Sheet D-2 Typical Roadway Section without curbing shows a 1' gravel shoulder. This should be a 2' gravel shoulder. Are there any sections of the proposed access drives without curbing?*

Response #12 – The detail has been updated to require a 2 foot gravel shoulder on both sides. Portions of Thayer Drive do not have curbing adjacent to the Stormwater Buffer.

*Comment #13 – Section 21 – Multifamily Development Standards: A) Buildings adjacent to River Road shall have entrances oriented to face the existing street. B) The proposed evergreen trees along a portion of the southern property line does not fully provide a buffer or screening to the existing residential abutter at 469 River Road. C) The Site Plan shall designate, within the common open space, the required amount of contiguous area and the proposed constructed amenities for passive use or active areas.*

Response #13 – A) The building plans for Units 1 and 15 are being designed with a wrap-around front porch element so that the main entrance is on Dolly Farm Road but the porch element wraps around the side of the building to create the look of a front entrance facing River Road. We are also adding additional windows to the west side of Units 1 and 15 to meet the fenestration requirement. Updated building plans will be provided with the Final Site Plan application. B) We have provided a photograph of the existing tree conditions along the southern property line adjacent to 469 River Road for context, and have proposed to install additional trees along this property line to fill in a gap where there are no existing trees. C) We are proposing to build a playground area with a covered picnic pavilion near the intersection of Thayer Drive and Dolly Farm Road. We are also proposing to set the mailboxes in this area. The covered picnic pavilion will also serve as a bus stop shelter if the RSU decides to designate a bus stop in this location. The Site Plan has been updated with the proposed site features and calculations.

*Comment #14 – Recommended Conditions of Approval.*

Response #14 – We will add the final conditions of approval to our plans when we submit for Final Plan Approval.

## **Assessing Department**

No Comments

## **Fire Department**

*Comment #1 – We'll need two fire hydrants for the subdivision. One fire hydrant at the intersection of River Road and Dolly Farm Road, and another fire hydrant at the intersection of Dolly Farm Road and Thayer Drive.*

Response #1 – A second hydrant has been added to the plans at the intersection of Dolly Farm Road and Thayer Drive.

## **Town Engineer**

*Comment #1 – The stormwater flow analysis provided by the Applicant, as summarized in Table 1 of the Stormwater Management Report shows that the flooding standard is met except with SP-2 for the 2-year storm where the post-development flow exceeds the predevelopment flow by 18%. The flow from the subcatchments that contribute to SP-2 enters the drainage ditch along River Road in the Town ROW and could increase the potential for erosion into that ditch. The applicant should evaluate ways of reducing this flow.*

Response #1 – For the flows entering an existing established swale, we typically look at the 10 and 25-year storm events as the ones that have the potential to create erosive conditions if pre-development flows are increased substantially. We would not expect an 18% increase in a 2-year storm event to create erosive velocities. It is also important to note that we are closing in the entire existing ditch with a closed pipe and catch basin system, and the only area that will remain an open ditch near our project entrance is very flat.

*Comment #2 – The applicant should conduct a field survey of stormwater management facility areas in order to determine the actual ground conditions at the ponds and buffers. The ground survey will help confirm that the contours do not concentrate stormwater at buffer areas.*

Response #2 – We surveyed the areas where the stormwater ponds are proposed to be constructed with our Topcon Hiper VR survey-grade GPS and spot checked the existing grades, and we confirmed that the existing topography shown on the plans is consistent with the readings from the GPS data collector.

*Comment #3 – The submitted "Traffic Assessment" appears to include all the items specified for a traffic impact analysis except for "effect upon the level of service of the street giving access to the site and neighboring streets which may be affected".*

Response #3 – An updated Traffic Assessment is attached, which now includes additional analysis regarding level of service impact on adjacent roadways as Section 5 of the report, and a statement in the Section 6 summary indicating the project is not expected to have significant impacts to the level of delay or traffic operations on River Road.

*Comment #4 – On Thayer Drive the plans show a 1-ft gravel shoulder, but Windham's road standards require a 2-ft gravel shoulder so this should be corrected.*

Response #4 – The detail has been updated to require a 2-foot gravel shoulder.

Comment #5 – The developer should consider providing a sidewalk instead of a paved shoulder since widening the road another 5 feet may just encourage higher speeds in an area with a number of homes and a few businesses where higher speeds are not desirable.

Response #5 – The plans have been revised to include a raised curbed sidewalk instead of a widened paved shoulder. See Response #8 to Town Planner Comments.

Comment #6 – There are some existing trees along the front of the property next to River Road, but the plans do not show existing trees, or a clearing line shown. Please clarify what will be done here.

Response #6 – The existing tree line has been added to the plans.

Comment #7 – The applicant proposes to install a cobra head street light on River Road on the southerly side of the Subdivision, but it is 100-ft from the center of the Dolley Farm Road entrance, which appears to be too far away to provide adequate lighting. An alternative for lighting this entrance should be explored.

Response #7 – We revised the plans to include a new utility pole closer to the intersection with a cobra head light.

Comment #8 – Driveway and street opening permits will need to be obtained from Windham Public Works prior to construction of the driveways and installation of the water main extension.

Response #8 – Undersood – Applications for street opening will be made prior to construction.

**Public Works Director**

Comment #1 – Widening River Road another 5-ft would not work in that area and that a sidewalk is a much better/safer option, as well as expanding it to Newhall Road with the addition of a pedestrian crosswalk.

Response #1 – See Response #8 to the Planning Department Comments.

Please find the attached revised design plans and supporting documentation for review. If you have any further comments, please don't hesitate to contact us.

Sincerely,

DM Roma Consulting Engineers

*Dustin Roma*

Dustin M. Roma, P.E.  
President

Cc: 25 River Road, LLC  
Enc.





LARGE PINE TO  
BE REMOVED

90 FT OF PROPOSED TREE PLANTING

# Traffic Assessment

**Date:** May 29, 2025

**To:** **Dustin M. Roma, P.E.**  
DM Roma Consulting Engineers  
Atlantic Resource Consultants, LLC

**From:** Jacob W. Sirois, E.I.  
Engineer II  
Barton & Loguidice, LLC

John Q. Adams, P.E., PTOE  
Senior Associate  
Barton & Loguidice, LLC

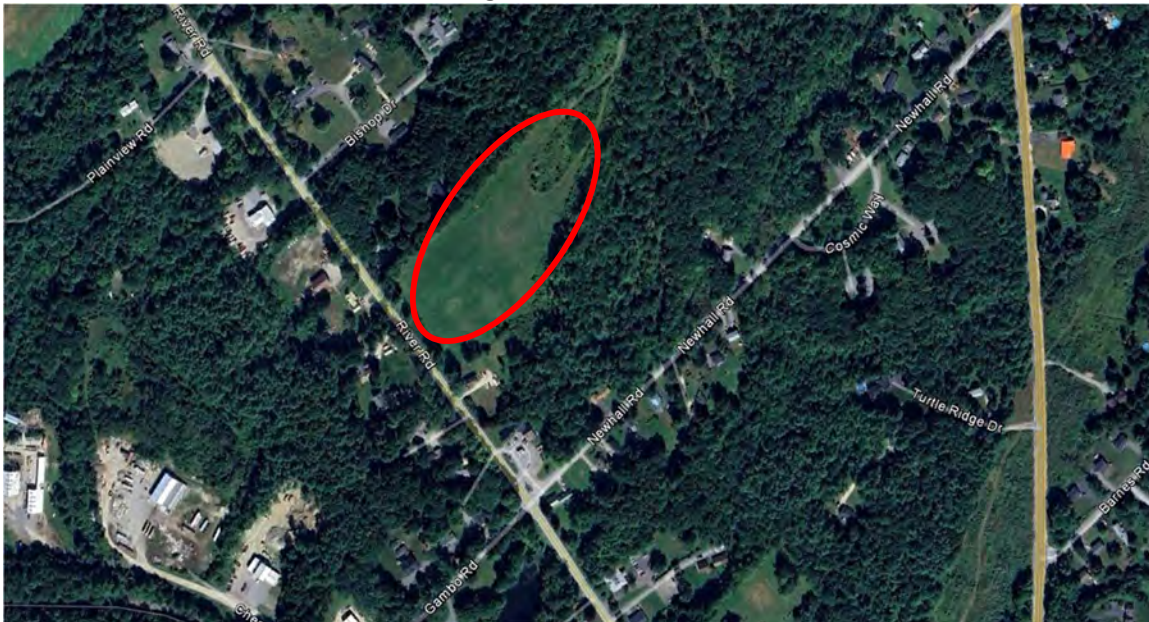
**Re:** **Dolly Farm Subdivision**  
River Road, Windham, Maine

---

## 1 Introduction

The applicant is proposing the development of a 21-duplex subdivision on River Road in the Town of Windham. Refer to Image 1 for the development site location. The project will provide 42 condominium units. Access to the site will be provided by two driveway entrances, located on the northerly and southerly bounds of the property, which connect to the eastern side of River Road.

**Image 1 – Site Location**



The purpose of this traffic assessment is to evaluate and measure the level of impact on traffic operations and safety resulting with the development of the proposed project. Site generated trip projections are provided for “key” peak hour time periods throughout a typical week; road safety conditions were determined based upon a review of MaineDOT’s latest crash data, and intersection sight distance was field reviewed and measured to ensure safe and acceptable sight distance is provided at the proposed driveway entrances.

## 2 Trip Generation

Daily and peak hour site trip generation estimates have been prepared for the proposed 42 duplex units based on the trip generation tables presented in the 11<sup>th</sup> Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. The ITE Manual provides numerous land use codes (LUC) and the volume of site-generated trips produced by each category.

Trip generation estimates for the subdivision have been prepared using LUC #215 – Single-Family Attached Housing, described by ITE as “any single-family housing unit that shares a wall with an adjoining dwelling unit, whether the walls are for living space, a vehicle garage, or storage space.” Calculations of the total number of trips generated per each corresponding time period are summarized below in Table 1:

Table 1 ITE Trip Generation Calculations							
Land Use	Single-Family Attached Housing - LUC 215						
Time Period	Dwelling Units (X)	R <sup>2</sup>	Fitted Curve Equation	Trips Generated (T)	Distribution Entering / Exiting	Enter	Exit
Weekday	42	0.94	$T = 7.62(X) - 50.48$	270	50% / 50%	135	135
AM Weekday Peak Hour (Street)	42	0.92	$T = 0.52(X) - 5.70$	16	31% / 69%	5	11
PM Weekday Peak Hour (Street)	42	0.91	$T = 0.60(X) - 3.93$	21	57% / 43%	12	9
AM Weekday Peak Hour (Generator)	42	0.91	$\ln(T) = 0.92\ln(X) - 0.26$	24	25% / 75%	6	18
PM Weekday Peak Hour (Generator)	42	0.87	$\ln(T) = 0.88\ln(X) + 0.06$	28	62% / 38%	17	11
Saturday Peak Hour	42	0.91	$\ln(T) = 0.82\ln(X) + 0.43$	33	48% / 52%	16	17

Table 1 shows that the proposed development is expected to generate 16 trips during the AM peak hour of the adjacent street and 21 trips during the PM peak hour of the adjacent street. During the peak hours of the generator, the site is expected to produce 24 trips in the AM peak hour, 28 trips in the PM peak hour, and 33 trips during the Saturday peak hour.

## 3 Intersection Sight Distance

Intersection sight distances were recorded at the site’s proposed intersections with River Road in accordance with the criteria established within the MaineDOT’s *Highway Driveway and Entrance Rules* publication, which requires the following minimum sight distance for non-mobility roadways based on the posted speed limit:

MaineDOT Sight Distance Standards	
Posted Speed Limit	Minimum Sight Distance
25 mph	200 ft.
<b>30 mph</b>	<b>250 ft.</b>
35 mph	305 ft.
40 mph	360 ft.
45 mph	425 ft.
50 mph	495 ft.



The Section of River Road fronting the development site is posted at 30 mph, requiring a minimum sight distance of 250 feet. MaineDOT's Rules and Regulations require sight distance to be measured in accordance with the following procedures: *"Sight distance is measured to and from the point on the centerline of the proposed access that is located 10 feet from the edge of traveled way. The height of the hypothetical person's view is considered to be 3½ feet above the pavement and the height of the object being viewed is considered to be 4¼ feet above the pavement."*

**Northerly Driveway:** Our field measurements, looking both left and right directionally onto River Road, indicate that the existing sight distances are in excess of the requirements, based on the posted speed limit of 30 mph. Looking both left and right, we recorded measurements in excess of 400 feet.

**Southerly Driveway:** Our field measurements, looking both left and right directionally onto River Road, indicate that the existing sight distances are in excess of the requirements, based on the posted speed limit of 30 mph. Looking left, we recorded a sight distance measurement of 400 feet, and looking right, we recorded a measurement in excess of 500 feet.

#### 4 Existing Road Safety Conditions

Crash data for the latest three-year time period (2022-2024) was provided by MaineDOT's Crash Records Section for the section of River Road between Newhall Road and Laskey Road, for a distance of 0.60 miles. A summary of the roadway section fronting the site is provided below in Table 2:

Table 2 2022 - 2024 Crash Summary River Road between Gambo Rd/Newhall Rd and Laskey Rd			
#	Location	Total Crashes	Critical Rate Factor
1	River Rd @ Gambo Rd and Newhall Rd	3	0.95
2	River Rd @ Laskey Rd	2	0.65
3	River Rd btw. Gambo Rd/Newhall Rd and Laskey Rd	13	0.96

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

- **8 or more accidents in the latest 3-year period**
- **A Critical Rate Factor greater than 1.00**

Table 2 shows that there are no high crash locations in the defined study area.

#### 5 Traffic Operations Analysis

We have performed a qualitative review of expected traffic operations and delay for the proposed site entrances and River Road. In September 2022, MaineDOT recorded a bidirectional traffic count on River Road southwest of the Junco Drive intersection. The count shows that volumes on River Road during the AM and PM peak hours are 651 vph and 740 vph, respectively.

During the AM peak hour, the proposed development will generate 16 trips, 5 of which will enter the site and 11 of which will exit it. These trips will be spread across the two driveway entrances. Accordingly, we have assumed the following distribution at the two driveways: (Driveway 1: 3 Enter, 6 Exit). (Driveway 2: 2 Enter, 5 Exit).

During the PM peak hour, the proposed development will generate 21 trips, 12 of which will enter the site and 9 of which will exit it. These trips will be spread across the two driveway entrances. Accordingly, we have assumed the following distribution at the two driveways: (Driveway 1: 6 Enter, 5 Exit). (Driveway 2: 6 Enter, 4 Exit).

Overall, the proposed development is a low trip generator, and its trips are spread out over two driveways. With the moderate peak hour traffic volume levels on River Road, some delay (but not significant) is expected for the left-turn movements exiting the site, which is typical for side streets or driveways entering roadways similar to River Road. However, at the expected traffic volume levels, the proposed project is not expected to have any significant impacts to the level of delay or traffic operations along this area of River Road.

## 6 Summary

Overall, it is the opinion of Barton & Loguidice that the proposed project should not have an adverse impact on traffic operations and safety at the site entrance and on the adjacent roadway system.

- The proposed development is expected to generate 16 trips during the AM peak hour of the adjacent street and 21 trips during the PM peak hour of the adjacent street. During the peak hours of the generator, the site is expected to produce 24 trips in the AM peak hour and 28 trips in the PM peak hour. The proposed development is expected to generate 33 trips during the Saturday peak hour. The project will not be a significant traffic generator and will not require a Maine DOT Traffic Movement Permit, as it does not meet the minimum threshold of 100 peak hour trips.
- Vehicle sight distance measurements were field recorded, looking both left and right from the proposed site entrances onto River Road.
  - **Northerly Driveway:** Our field measurements, looking both left and right directionally onto River Road, indicate that the existing sight distances are in excess of the requirements, based on the posted speed limit of 30 mph. Looking both left and right, we recorded measurements in excess of 400 feet.
  - **Southerly Driveway:** Our field measurements, looking both left and right directionally onto River Road, indicate that the existing sight distances are in excess of the requirements, based on the posted speed limit of 30 mph. Looking left, we recorded a sight distance measurement of 400 feet, and looking right, we recorded a measurement in excess of 500 feet.
- Crash data for the latest 3-year time period (2022 to 2024) was provided by MaineDOT's Crash Records Section for the section of River Road between Newhall Road and Laskey Road, for a distance of 0.60 miles. The crash data shows that there are no high crash locations within the study area.
- Overall, the proposed development is a low trip generator, and its trips are spread out over two driveways. With the moderate peak hour traffic volume levels on River Road, some delay (but not significant) is expected for the left-turn movements exiting the site, which is typical for side streets or driveways entering roadways similar to River Road. However, at the expected traffic volume levels, the proposed project is not expected to have significant impacts to the level of delay or traffic operations along this area of River Road.



**John Q. Adams, P.E., PTOE**  
**May 29, 2025**

## APPENDIX

---

- **MAINEDOT CRASH REPORT**







# 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

Windham  
River Rd from Gambo Rd-Newhall Rd (15961) to Laskey Rd (19523)

REPORT PARAMETERS

Year 2022, Start Month 1 through Year 2024 End Month: 12

Route: <b>0500782</b>	Start Node: <b>19523</b>	Start Offset: <b>0</b>	<input type="checkbox"/> <b>Exclude First Node</b>
	End Node: <b>15961</b>	End Offset: <b>0</b>	<input type="checkbox"/> <b>Exclude Last Node</b>

## Crash Summary I

Nodes															
Node	Route - MP	Node Description		U/R	Total Crashes	Injury Crashes	Crashes			Percent Annual M	Crash Rate	Critical Rate	CRF		
					K	A	B	C	PD	Injury	Ent-Veh				
15961	0500782 - 5.47	Int of GAMBO RD	NEWHALL RD RIVER RD	2	3	0	0	0	0	3	0.0	2.698	0.37	0.39	0.00
												Statewide Crash Rate: 0.13			
19523	0500782 - 4.87	Int of LASKEY RD	RIVER RD	2	2	0	0	0	0	2	0.0	2.567	0.26	0.40	0.00
												Statewide Crash Rate: 0.13			
Study Years: 3.00		NODE TOTALS:			5	0	0	0	0	5	0.0	5.265	0.32	0.33	0.95

## Crash Summary I

Sections																	
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
15961	19523	3939504	0 - 0.60	0500782 - 4.87	0.60	2	13	0	0	1	1	11	15.4	0.01533	282.75	295.75	0.96
Int of GAMBO RD		NEWHALL RD	RIVER RD	RD INV 05 00782	Statewide Crash Rate: 156.39												
Study Years:		3.00		Section Totals:		0.60	13	0	0	1	1	11	15.4	0.01533	282.75	295.75	0.96
				Grand Totals:		0.60	18	0	0	1	1	16	11.1	0.01533	391.50	432.59	0.91

## Crash Summary

### Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Crash Mile Point	Injury Degree
							A	B	C	PD				
15961	19523	3939504	0 - 0.60	0500782 - 4.87	13	0	0	1	1	11	2024-3220	01/25/2024	4.90	C
											2024-26473	09/23/2024	4.91	PD
											2022-13060	05/09/2022	5.04	PD
											2023-30461	10/20/2023	5.14	PD
											2023-5695	02/14/2023	5.16	PD
											2023-23061	08/05/2023	5.21	PD
											2024-2142	01/19/2024	5.37	PD
											2022-33086	11/13/2022	5.39	PD
											2023-21958	06/03/2023	5.42	B
											2024-23405	08/24/2024	5.43	PD
											2023-9444	03/25/2023	5.43	PD
											2022-22891	08/12/2022	5.44	PD
											2022-23265	08/15/2022	5.44	PD
											Totals:			

## Crash Summary II - Characteristics

### Crashes by Day and Hour

Day Of Week	AM											Hour of Day											PM											Un	Tot
	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	1	0	0	0	0	0	0	0	0	0	0	0	0	1								
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0	0	4								
TUESDAY	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2									
WEDNESDAY	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									
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1									
FRIDAY	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	1	0	0	6									
SATURDAY	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4									
Totals	0	1	0	0	0	1	0	1	0	0	1	2	0	2	0	1	0	3	0	4	0	0	1	1	0	18									

### Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	8	23-Bicyclist	0
2-(Sport) Utility Vehicle	11	24-Witness	0
3-Passenger Van	1	25-Other	1
4-Cargo Van (10K lbs or Less)	0	26-Construction	0
5-Pickup	6	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0	<b>Total</b>	<b>27</b>
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)	0		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		



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

## 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	5	7	0	0	0	0	12
Ran Off Roadway	2	0	0	0	0	0	2
Failed to Yield Right-of-Way	1	1	0	0	0	0	2
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	2	0	0	0	0	0	2
Drove Too Fast For Conditions	1	0	0	0	0	0	1
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	1	0	0	0	0	0	1
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	2	1	0	0	0	0	3
Failed to Keep in Proper Lane	2	0	0	0	0	0	2
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	2	0	0	0	0	0	2
Unknown	0	0	0	0	0	0	0
<b>Total</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</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	17	9	0	0	0	0	26
Physically Impaired	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	0	0	0	0	0	0
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>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</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	1	0	0	0	0	1
20-24	6	0	0	0	0	6
25-29	3	0	0	0	0	3
30-39	6	0	0	0	0	6
40-49	4	0	0	0	0	4
50-59	4	0	0	0	0	4
60-69	1	0	0	0	0	1
70-79	2	0	0	0	0	2
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
<b>Total</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>

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

## 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	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	<b>Total</b>	<b>26</b>
6-Fell / Jumped from Motor Vehicle	0		
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	1		
13-Motor Vehicle in Transport	19		
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	2		
26-Embankment	0		
27-Guardrail Face	2		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	1		
32-Utility Pole / Light Support	1		
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)	0	
2-Traffic Signals (Flashing)	0	
3-Advisory/Warning Sign	0	
4-Stop Signs - All Approaches	0	
5-Stop Signs - Other	0	
6-Yield Sign	0	
7-Curve Warning Sign	0	
8-Officer, Flagman, School Patrol	0	
9-School Bus Stop Arm	0	
10-School Zone Sign	0	
11-R.R. Crossing Device	0	
12-No Passing Zone	0	
13-None	18	
14-Other	0	
<b>Total</b>	<b>18</b>	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	1	1
C	1	2
PD	16	0
<b>Total</b>	<b>18</b>	<b>3</b>

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

Light	
Light Condition	Total
1-Daylight	10
2-Dawn	1
3-Dusk	0
4-Dark - Lighted	2
5-Dark - Not Lighted	4
6-Dark - Unknown Lighting	1
7-Unknown	0
<b>Total</b>	<b>18</b>

**Crash Summary II - Characteristics****Crashes by Year and Month**

Month	2022	2023	2024	Total
JANUARY	0	0	2	2
FEBRUARY	0	1	0	1
MARCH	0	1	0	1
APRIL	0	0	0	0
MAY	1	0	0	1
JUNE	0	1	0	1
JULY	0	0	0	0
AUGUST	2	2	1	5
SEPTEMBER	1	1	1	3
OCTOBER	0	1	0	1
NOVEMBER	1	0	0	1
DECEMBER	0	1	1	2
<b>Total</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>18</b>

Report is limited to the last 10 years of data.

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

## 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	3	0	0	3	0	1	0	0	0	0	0	0	0	0	7
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
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	5	1	2	0	0	0	0	0	0	0	0	0	0	0	8
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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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>9</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>3</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>18</b>

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

**Crash Summary II - Characteristics****Crashes by Weather, Light Condition and Road Surface**

<b>Weather Light</b>	<b>Dry</b>	<b>Ice/Frost</b>	<b>Mud, Dirt, Gravel</b>	<b>Oil</b>	<b>Other</b>	<b>Sand</b>	<b>Slush</b>	<b>Snow</b>	<b>Unknown</b>	<b>Water (Standing, Moving)</b>	<b>Wet</b>	<b>Total</b>
<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	1	0	0	0	0	0	0	0	0	0	1	2
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	7	0	0	0	0	0	0	0	0	0	0	7
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<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	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



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

**Crash Summary II - Characteristics****Crashes by Weather, Light Condition and Road Surface**

<b>Weather Light</b>	<b>Dry</b>	<b>Ice/Frost</b>	<b>Mud, Dirt, Gravel</b>	<b>Oil</b>	<b>Other</b>	<b>Sand</b>	<b>Slush</b>	<b>Snow</b>	<b>Unknown</b>	<b>Water (Standing, Moving)</b>	<b>Wet</b>	<b>Total</b>
<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	1	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	1	1
Daylight	0	0	0	0	0	0	0	0	0	0	2	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>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

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

## Crash Summary II - Characteristics

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

Weather Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
<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	1	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	1	1
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	1	0	0	0	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	1	1
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>18</b>