



TOWN OF BRUNSWICK

PLANNING BOARD

28 FEDERAL STREET, BRUNSWICK, ME 04011-1583

TOWN OF BRUNSWICK

PLANNING BOARD

AGENDA

BRUNSWICK STATION

16 STATION AVENUE, BRUNSWICK, ME

ROOM 217

Tuesday, October 2, 2012

7:00 P.M.

1. Tabled Items

- a. **Case Number: : 12-030 Brunswick Police Station:** The Board will continue its review from the September 25, 2012 meeting and take action on a **Final Plan** application submitted by the Town of Brunswick to construct a police station at 1 & 3 Stanwood Street and 81 & 85 Pleasant St (**Assessor's Map U15, Lots 74,75,76,77**) in the **Town Residential 1 Zoning District**.

2. Other Business

3. Minutes

It is the practice of the Planning Board to allow public comment on development review applications and all are invited to attend and participate.

Please call the Brunswick Department of Planning and Development (725-6660) with questions or comments. Individuals needing auxiliary aids for effective communications please call 725-6659 or TDD 725-5521. This meeting will be televised.



September 6, 2012

Mr. Brett Donham
Donham and Sweeney
68 Harrison Ave
Boston, Mass 02111

Subject: Traffic Study
Proposed Police Station
Brunswick, Maine

Dear Brett:

Gorrill-Palmer Consulting Engineers, Inc. has completed a traffic study for the proposed Police Station in Brunswick. The site is located on the southeast corner of Pleasant Street at Stanwood Street as shown in Figure 1 attached to this letter. Our office is familiar with the site, having completed a traffic impact study for a Walgreens previously proposed.

The site was formerly occupied by a pizza restaurant and several single family residences with several full movement curb cuts to Stanwood and Pleasant Streets. These prior uses have been razed and the site is now vacant. The curb cuts would be reduced to two; one on Stanwood Street and one on Pleasant Street.

Trip Generation

Traffic engineers frequently use the Institute of Transportation Engineer (ITE) publication Trip Generation to estimate the traffic to and from proposed land uses. However, ITE does not contain a land use category for a police station. Therefore, the Brunswick Police Department had furnished their staffing needs through 2030 as well as an hourly count of the number of visitors to the existing station on May 31st, June 1st and June 4th of this year. This data showed as many as 36 people on the day shift and 12 on the evening shift, and 10 on the night shift. Assuming an overlap of the shifts, and a single car for each staff, that would yield 10 exiting vehicles and 36 entering vehicles during the morning commuter hour and 36 exiting and 12 entering during the evening commuter hour. The count of visitors showed a peak of 1 in the AM peak commuting hour and 3 during the evening peak hour. A summary of the trip generations is presented below:

Trip Generation – Proposed Police Station (Trip Ends*)

	AM Peak	PM Peak
Police Station	48	54

*A trip end is either an entering or exiting trip. Thus a round trip is 2 trip ends.

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The project is not anticipated to require a traffic movement permit from the Maine Department of Transportation (MaineDOT) since it is forecast to generate less than 100 trip ends during a peak hour as discussed above.

Trip Assignment

Although the prior uses on the site generated traffic, we have not taken a credit for that traffic, which will result in a somewhat conservative analysis. The forecast traffic has been assigned to the street system based on the existing intersection turning movement volumes and are shown on attached Figure 2 attached to this letter.

Existing Traffic Volumes

Gorrill-Palmer Consulting Engineers, Inc. obtained the traffic volumes utilized in the MaineDOT signal coordination project along Pleasant Street for use in this analysis. The analysis was done for the PM peak hour condition since the volumes are higher during this time period than other time periods of the day. These volumes are illustrated in Figure 3 attached to this letter.

Capacity Analysis

The analysis was completed for the study area with the Synchro/SimTraffic analysis software. Levels of service rankings are similar to the academic ranking system where an 'A' represents little control delay and an 'F' represents significant delay. A level of service 'D' and higher is desirable for a signalized intersection. At an unsignalized intersection, if the level of service falls below a 'D', an evaluation should be made to determine if further mitigation is warranted, and if not, a low level of service is acceptable.

The following table summarizes the relationship between control delay and level of service for a signalized intersection:

Level of Service Criteria for Signalized Intersections	
Level of Service	Control Delay per Vehicle (sec)
A	Up to 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	Greater than 80.0

The following table summarizes the relationship between delay and level of service for an unsignalized intersection:

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 September 6, 2012
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Level of Service Criteria for Unsignalized Intersections

Level of Service	Control Delay per Vehicle (sec)
A	Up to 10.0
B	10.1 to 15.0
C	15.1 to 25.0
D	25.1 to 35.0
E	35.1 to 50.0
F	Greater than 50.0

The traffic forecast for the police station shown in Figure 2 was added to the existing traffic volumes shown in Figure 3 to provide the postdevelopment analysis volumes on Figure 4 attached to this letter. The intersection was analyzed using the Synchro software for the following conditions:

- Postdevelopment with the addition of a 100 foot left turn lane on the Stanwood Street approach.
- Signal timings obtained from the Traffic Signal Plan utilized by the MaineDOT for the Pleasant Street corridor coordination.

Level of Service for Pleasant Street at Stanwood/ Mill Streets (Signalized-SimTraffic)
 PM Peak Hour

Lane Group	Predevelopment without additional NB lane		Postdevelopment with additional NB lane	
	Delay (seconds)	LOS	Delay (seconds)	LOS
Pleasant – EB	612	F	497	F
Mill – SB	36	D	48	D
Stanwood - NB	463	F	194	F
Overall Intersection	460	F	399	F

The above table shows that the construction of the left turn lane on Stanwood Street approaching the intersection of Mill and Pleasant will significantly reduce the delay on Stanwood Street although the intersection will continue to operate at a low level of service. The average queue during the peak hour on Stanwood Street will be reduced slightly but will still block the driveway during the peak hour. We recommend that when possible, the staff and cruisers approach the site such that they will be turning right into or out of the proposed driveways.

Collision History

Gorrill-Palmer Consulting Engineers, Inc. obtained the crash data from Maine DOT for the period of 2009-2011. In order to evaluate whether a location has a crash problem, Maine DOT uses two criteria to define High Crash Location (HCL). Both criteria must be met in order to be classified as an HCL.

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1. A critical rate factor of 1.00 or more for a three-year period. (A Critical Rate Factor {CRF} compares the actual crash rate to the rate for similar intersection in the state. A CRF of less than 1.00 indicates a rate of less than average) and:
2. A minimum of eight crashes over a three-year period.

Based on the published history, the intersection of Mill Street, Stanwood Street, and Pleasant Street does not meet the definition of a high crash location. The crash history is attached to this letter along with collision diagrams for each intersection. As can be seen from the diagrams, the intersection of Pleasant, Stanwood and Mill Streets has a clear rear end collision pattern on the eastbound Pleasant Street approach. The signal coordination project should reduce the number of collisions. The amount of traffic from the proposed project should not significantly impact this collision rate.

Sight Line Analysis

The Maine Department of Transportation has guidelines for sight distances as follows:

MaineDOT Standards for Sight Distance

Posted Speed (mph)	Sight Distance
25	200
30	250
35	305
40	360
45	425
50	495
55	570

The MaineDOT standards are as follows:

- | | |
|--------------------------------|------------------------------------|
| Driveway observation point: | 10 feet off major street travelway |
| Height of eye at driveway: | 3 ½ feet above ground |
| Height of approaching vehicle: | 4 ¼ feet above road surface |

The posted speed along Pleasant Street is 35 mph and the posted speed on Stanwood is 25 mph. The proposed driveway is to be constructed and located such that sight distances exceed the required sight distance of 305 feet for the posted speed of 35 mph along Pleasant Street and 200 feet on Stanwood Streets.

Gorrill-Palmer Consulting Engineers, Inc. recommends that all plantings, which will be located within the right of way, not exceed three feet in height and be maintained at or below that height. Signage should not interfere with sight lines. In addition, we recommend that during construction, when heavy equipment is entering and exiting into the site, that appropriate

*Mr. Brett Donham
September 6, 2012
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measures, such as signage and flag persons, be utilized in accordance with the Manual on Uniform Traffic Control Devices.

Closing

It is the opinion of Gorrill Palmer Consulting Engineers, Inc., based on the information presented in this letter, that the proposed police station should not have a significant impact on the operation of the intersection of Pleasant/Stanwood and Mill Streets. We recommend that when possible, the staff and cruisers approach the site such that they will be turning right into or out of the proposed driveways. Please contact our office with any questions regarding this letter.

Sincerely,

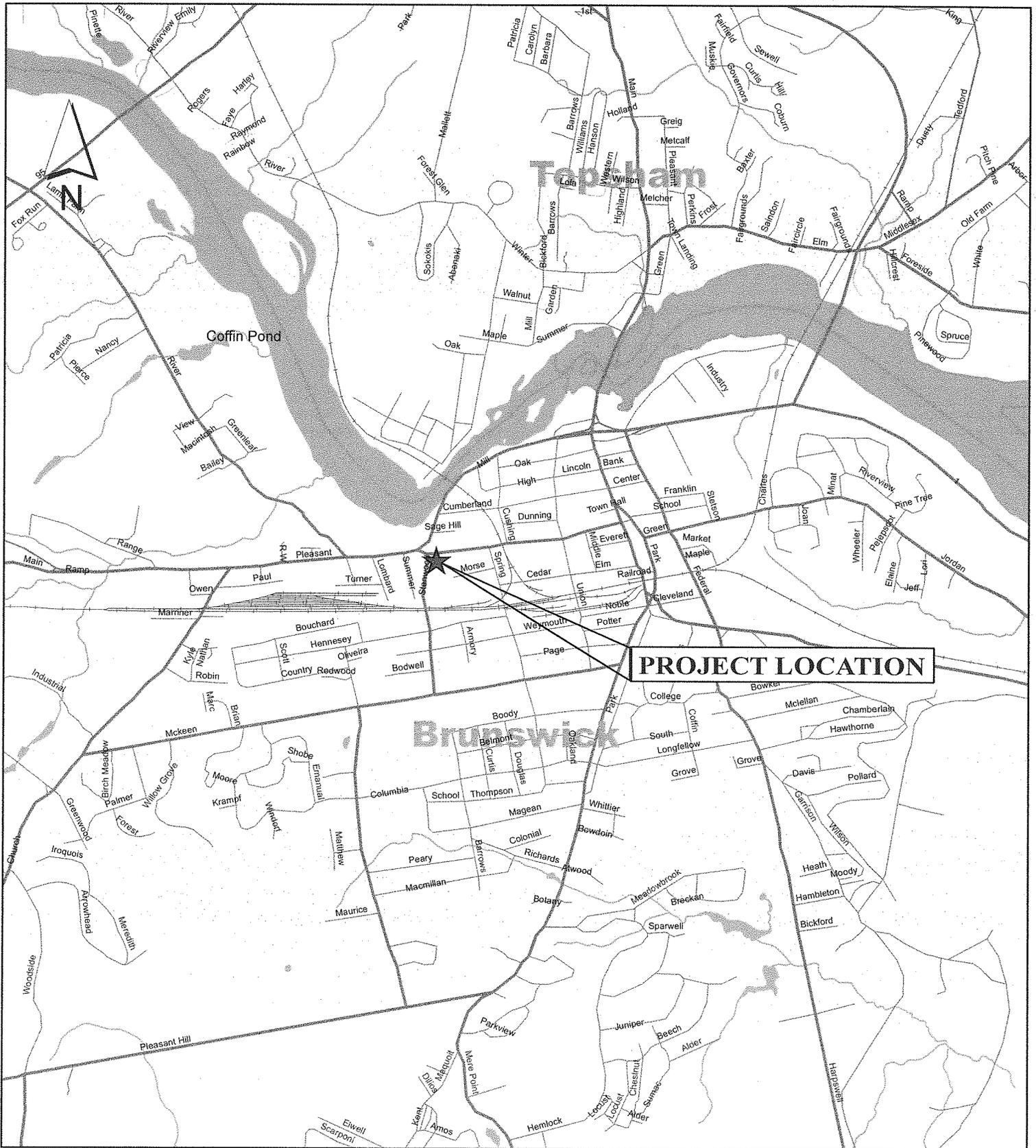
Gorrill-Palmer Consulting Engineers, Inc.



Thomas L Gorrill, PE, PTOE
President

Location Map

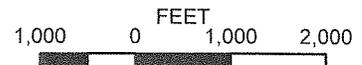
Figure No. **1**



PROPOSED POLICE STATION, BRUNSWICK, MAINE

GP Gorrill-Palmer Consulting Engineers, Inc.

Engineering Excellence Since 1998
PO Box 1237
15 Shaker Road
Gray, ME 04039
207-657-6910
Fax: 207-657-6912
mailbox@gorrillpalmer.com
www.gorrillpalmer.com

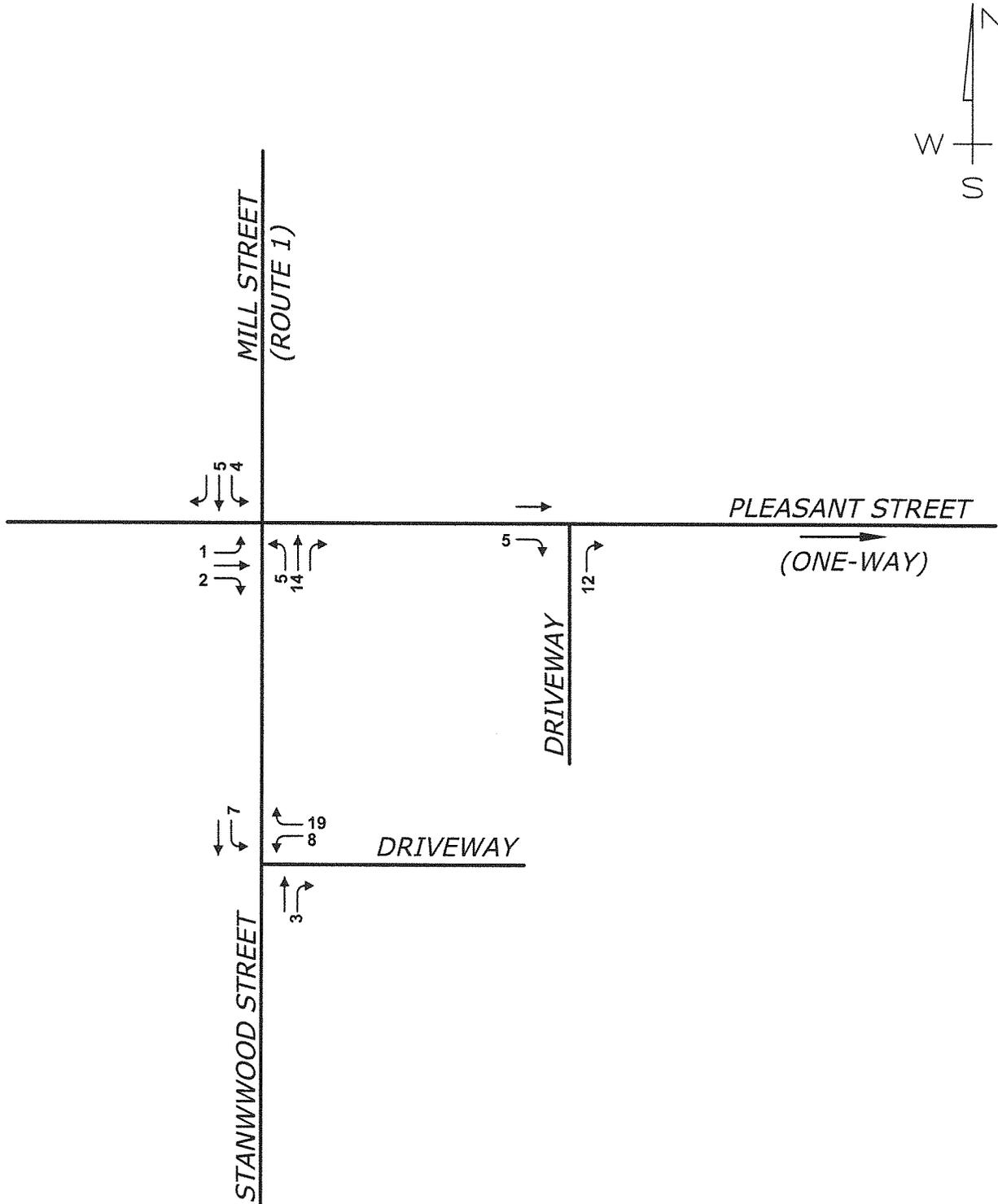


JN: 2728
DATE: SEPT2012
FILE: 2728_LOCMAP.MXD
SOURCE: MAINE GIS WEBSITE

PM Peak Hour Development Trip Assignment

Figure No.

2



PROPOSED POLICE STATION, BRUNSWICK, MAINE

Design: TLG Scale: NONE
Draft: CG Date: SEPT 2012
Checked: TLG File Name: 2728-TRAFF.dwg

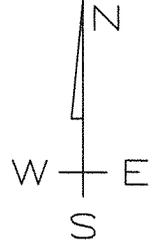
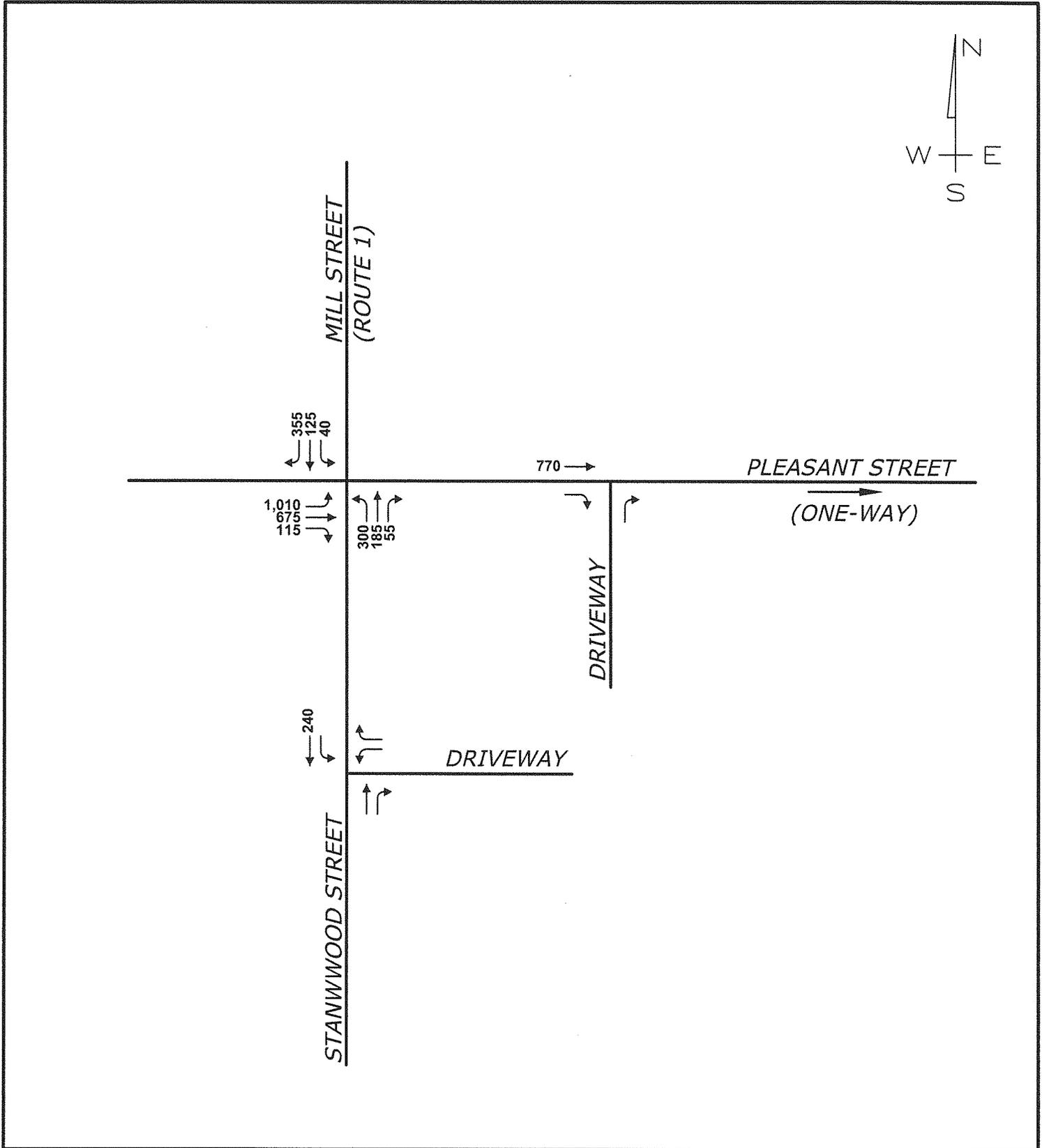


Gorrill-Palmer Consulting Engineers, Inc.

PO Box 1237
15 Shaker Road
Gray, ME 04039

Engineering Excellence Since 1998

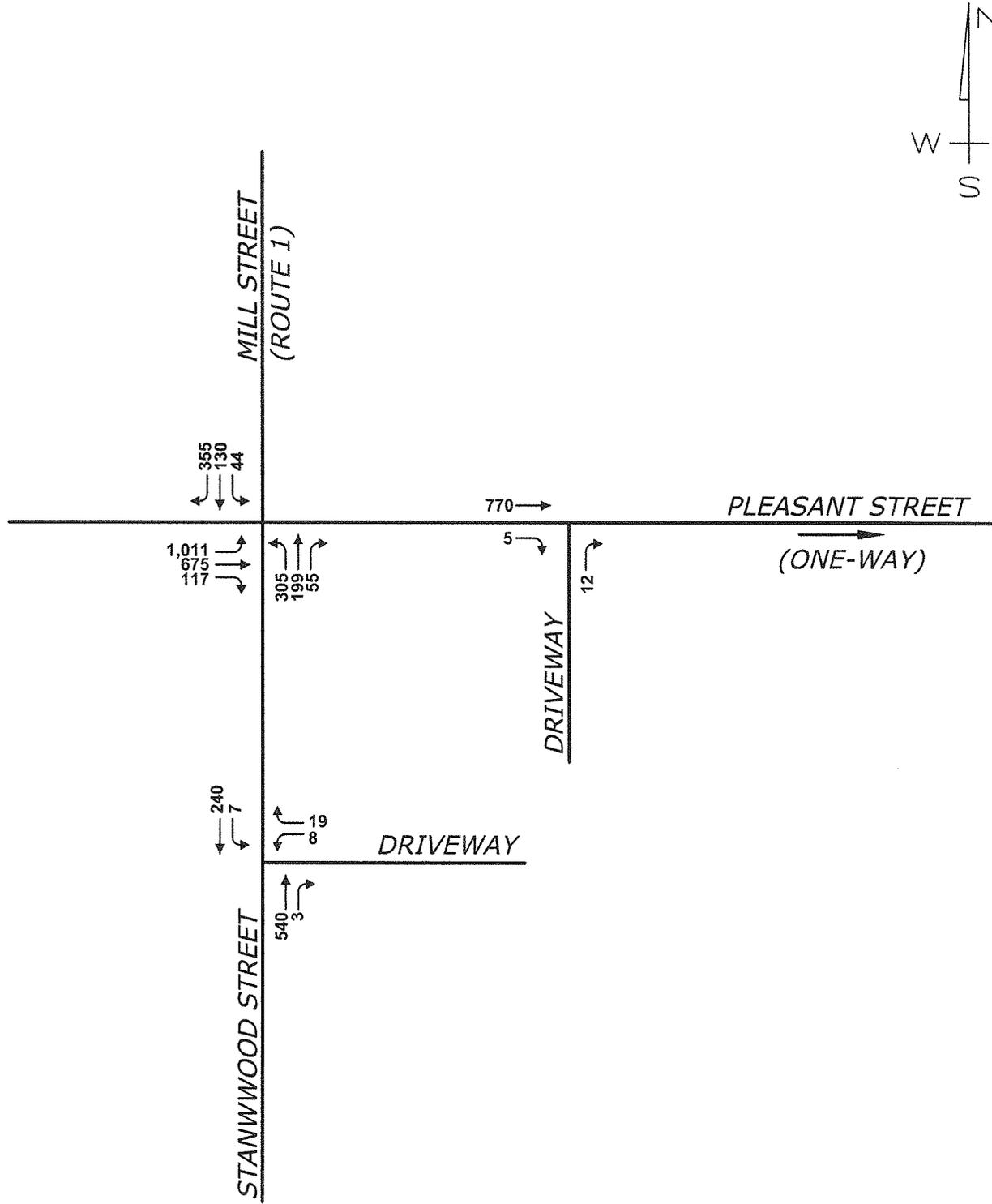
207-657-6910
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www.gorrillpalmer.com



PROPOSED POLICE STATION, BRUNSWICK, MAINE

PM Peak Hour Post Development Traffic

Figure No. **4**



PROPOSED POLICE STATION, BRUNSWICK, MAINE

GP Gorrill-Palmer Consulting Engineers, Inc.
Engineering Excellence Since 1998

Design: TLG Scale: NONE
 Draft: CG Date: SEPT 2012
 Checked: TLG File Name: 2728-TRAFF.dwg

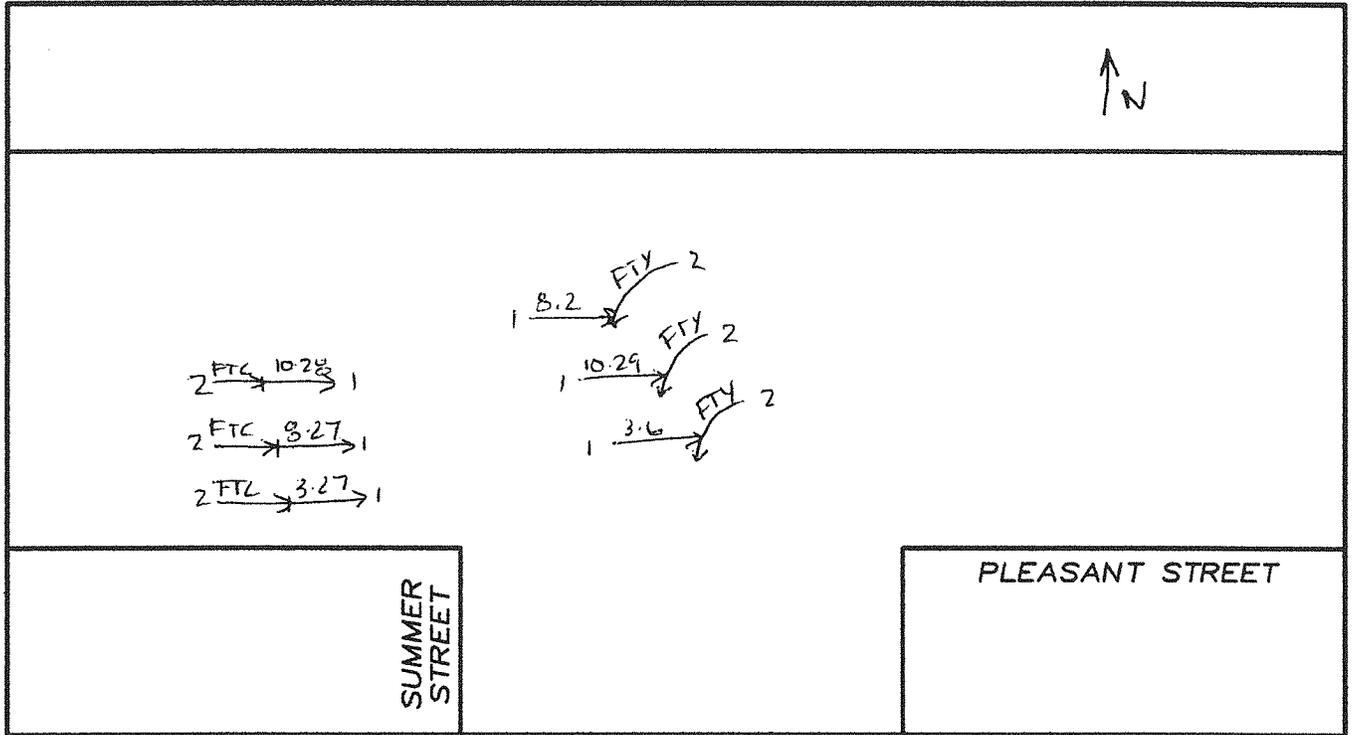
PO Box 1237
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 Gray, ME 04039

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 mailbox@gorrillpalmer.com
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COLLISION DIAGRAM

SHEET 1 OF 1

LOCATION Pleasant St & Summer St
 TOWN Brunswick NODE NO(S) 17195
 YEARS REVIEWED 2009-2011 DATE PREPARED 9.6.12



CRITICAL RATE FACTOR _____ EQUIV. PROP. DAMAGE ACC/YEAR 6 ACC/MEV _____

- LIGHT**
 1. DAWN (MORNING) 2. DAYLIGHT 3. DUSK (EVENING)
 4. DARK (ST. LIGHTS ON) 5. DARK (NO ST. LIGHTS) 6. DARK (ST. LIGHTS OFF)
 7. OTHER
- ROAD SURFACE**
 1. DRY 2. WET 3. SNOW/SLUSH-SANDED
 4. ICE/PACKED SNOW-SANDED 5. MUDDY 6. DEBRIS
 7. OILY 8. SNOW/SLUSH-NOT SANDED 9. ICE-PKD. SNOW-NOT SANDED
 10. OTHER
- APPARENT CONTRIBUTING FACTORS - HUMAN**
 1. NO IMPROPER ACTION 2. FAIL TO YLD. RIGHT OF WAY 3. ILLEGAL UNSAFE SPEED
 4. FOLLOW TOO CLOSE 5. DISREGARD TRAFFIC CONTROL DEVICE
 6. DRIVING LEFT OF CENTER-NO PASSING 7. IMPROPER PASS-OVERTAKING
 8. IMP. UNSAFE LANE CHANGE 9. IMP. PARKING START/STOP 10. IMPROPER TURN
 11. UNSAFE BACKING 12. NO SIGNAL OR IMP. SIGNAL 13. IMPEDING TRAFFIC
 14. DRIVER INATTENTION-DISTRACTION 15. DRIVER INEXPERIENCE
 16. PEDEST. VIOLATION ERROR 17. PHYSICAL IMPAIRMENT 18. VISION OBSCURED-WINDSHIELD GLASS
 19. VISION OBSCURED-SUN/HEADLIGHTS
 20. OTHER VISION OBSCUREMENT 30. OTHER HUMAN VIOLATION FACTOR
 31. HIT AND RUN 51. UNKNOWN
- VEHICULAR**
 41. DEFECTIVE BRAKES 42. DEFECTIVE TIRE/FAILURE 43. DEFECTIVE LIGHTS
 44. DEFECTIVE SUSPENSION OR FACTOR 45. DEFECTIVE STEERING 50. OTHER VEHICLE DEFECT

SYMBOLS

ANGLE		PEDESTRIAN		FATAL ACCIDENT	
BACKING		REAR END		VEHICLE (MOVING)	
FIXED OBJECT		SIDE SWIPE		BICYCLE	
HEAD ON		TURNING MOVE		ANIMAL	
OVERTURN		CHANGE LANE		SLID	
PARKED VEHICLE		OUT OF CONTROL			

WEATHER
 C = CLEAR F = FOG R = RAIN
 SL = SLEET S = SNOW CL = CLOUDY
 XW = CROSS WINDS

INJURIES
 K = FATAL B = NON-INCAPACITATING
 A = INCAPACITATING C = POSSIBLE INJURY

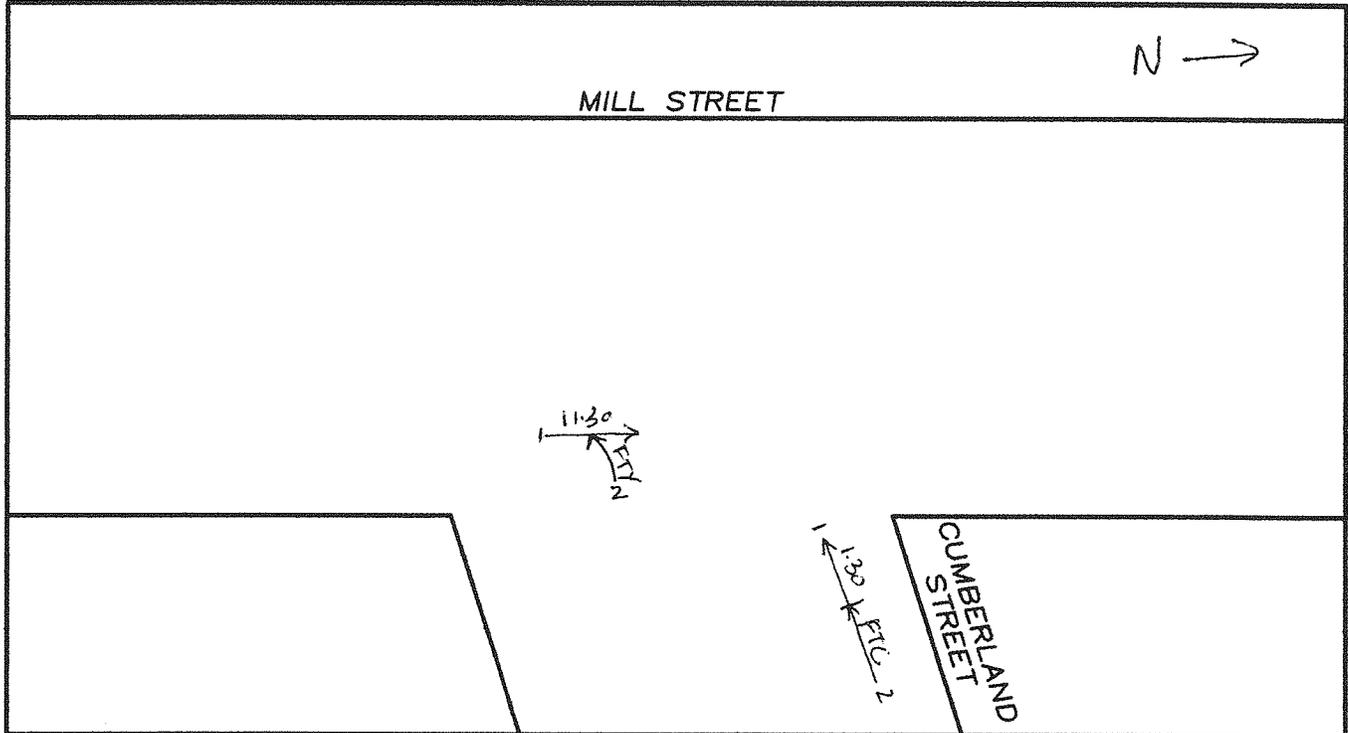
REPORT NO.	DATE	TIME	INJURIES				LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B	C				
09-209-AC	3.27.09	12:45					2	1	4	
11155-152-AC	3.6.11	12:55					2	2	2	
11155-448-AC	8.2.11	15:45					2	1	2	
11155-513-AC	8.27.11	10:58				2	2	1	4	
11155-635-AC	10.29.11	14:20					2	1	2	
10155-531AC	10.28.10	17:30				1	3	1	4	

S/SHEETS-COLLISION DIAGRAMS

COLLISION DIAGRAM

SHEET 1 OF 1

LOCATION Mill St & Cumberland St
 TOWN Brunswick NODE NO(S) 17198
 YEARS REVIEWED 2009-2011 DATE PREPARED 9/5/12



CRITICAL RATE FACTOR _____ EQUIV. PROP. DAMAGE ACC/YEAR 2 ACC/MEV _____

- LIGHT**
 1. DAWN (MORNING) 2. DAYLIGHT 3. DUSK (EVENING)
 4. DARK (ST. LIGHTS ON) 5. DARK (NO ST. LIGHTS) 6. DARK (ST. LIGHTS OFF)
 7. OTHER
- ROAD SURFACE**
 1. DRY 2. WET 3. SNOW/SLUSH-SANDED
 4. ICE/PACKED SNOW-SANDED 5. MUDDY 6. DEBRIS
 7. OILY 8. SNOW/SLUSH-NOT SANDED 9. ICE-PKD. SNOW-NOT SANDED
 10. OTHER
- APPARENT CONTRIBUTING FACTORS -- HUMAN**
 1. NO IMPROPER ACTION 2. FAIL TO YLD. RIGHT OF WAY 3. ILLEGAL UNSAFE SPEED
 4. FOLLOW TOO CLOSE 5. DISREGARD TRAFFIC CONTROL DEVICE
 6. DRIVING LEFT OF CENTER--NO PASSING 7. IMPROPER PASS-OVERTAKING
 8. IMP. UNSAFE LANE CHANGE 9. IMP. PARKING START/STOP 10. IMPROPER TURN
 11. UNSAFE BACKING 12. NO SIGNAL OR IMP. SIGNAL 13. IMPEDING TRAFFIC
 14. DRIVER INATTENTION--DISTRACTION 15. DRIVER INEXPERIENCE
 16. PEDEST. VIOLATION ERROR 17. PHYSICAL IMPAIRMENT 18. VISION OBSCURED--WINDSHIELD GLASS
 19. VISION OBSCURED--SUN/HEADLIGHTS
 20. OTHER VISION OBSCUREMENT 30. OTHER HUMAN VIOLATION FACTOR
 31. HIT AND RUN 51. UNKNOWN
- VEHICULAR**
 41. DEFECTIVE BRAKES 42. DEFECTIVE TIRE/FAILURE 43. DEFECTIVE LIGHTS
 44. DEFECTIVE SUSPENSION 45. DEFECTIVE STEERING 50. OTHER VEHICLE DEFECT OR FACTOR
 51. UNKNOWN

SYMBOLS

ANGLE: ANGLE
 BACKING: BACKING
 FIXED OBJECT: FIXED OBJECT
 HEAD ON: HEAD ON
 OVERTURN: OVERTURN
 PARKED VEHICLE: PARKED VEHICLE

PEDESTRIAN: PEDESTRIAN
 REAR END: REAR END
 SIDE SWIPE: SIDE SWIPE
 TURNING MOVE: TURNING MOVE
 CHANGE LANE: CHANGE LANE
 OUT OF CONTROL: OUT OF CONTROL

FATAL ACCIDENT: FATAL ACCIDENT
 VEHICLE (MOVING): VEHICLE (MOVING)
 BICYCLE: BICYCLE
 ANIMAL: ANIMAL
 SLED: SLED

WEATHER
 C = CLEAR F = FOG R = RAIN
 SL = SLEET S = SNOW CL = CLOUDY
 XW = CROSS WINDS

INJURIES
 K = FATAL B = NON-INCAPACITATING
 A = INCAPACITATING C = POSSIBLE INJURY

REPORT NO.	DATE	TIME	INJURIES				LIGHT	ROAD SURFACE	ACF	OTHER
			K	A	B	C				
09-B-AL	1.30.09	7:53					2	4	4	
09-628-AL	11.30.09	13:54					2	2	2	

Crash Summary Report

Report Selections and Input Parameters

REPORT SELECTIONS

- Crash Summary I
- Section Detail
- Crash Summary II
- 1320 Included
- 1320 & Driver Report Included

REPORT DESCRIPTION

Pleasant_Stanwood

REPORT PARAMETERS

Year 2009, Start Month 1 through Year 2011 End Month: 12

Route: 0001X	Start Node: 17195 End Node: 17198	Start Offset: 0 End Offset: 0	<input type="checkbox"/> Exclude First Node <input type="checkbox"/> Exclude Last Node
Route: 3200817	Start Node: 61002 End Node: 17196	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 3200816	Start Node: 17196 End Node: 61003	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0001S	Start Node: 61000 End Node: 61001	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0510100	Start Node: 17196 End Node: 13766	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input type="checkbox"/> Exclude Last Node
Route: 0510120	Start Node: 13780 End Node: 17196	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Node	Route - MP	Node Description	U/R	Nodes						Percent Annual M Injury Ent-Veh	Crash Rate	Critical Rate	CRF		
				Total Crashes	K	A	B	C	PD						
17195	0001X - 74.83	Int of PLEASANT ST, SUMMER ST	2	5	0	0	0	1	4	20.0	10.461	0.16	0.26	0.00	
												Statewide Crash Rate:	0.12		
61001	0001X - 74.88	Int of MILL ST PLEASANT ST	2	2	0	0	0	0	2	0.0	10.401	0.06	0.26	0.00	
												Statewide Crash Rate:	0.12		
17196	0001X - 74.90	Int of CUT MILL ST PLEASANT ST STANWOOD ST	9	16	0	0	2	5	9	43.8	6.844	0.78	1.07	0.00	
												Statewide Crash Rate:	0.64		
61000	0001X - 74.93	Non-Int MILL ST	2	0	0	0	0	0	0	0.0	7.630	0.00	0.28	0.00	
												Statewide Crash Rate:	0.12		
17197	0001X - 74.96	Int of MILL ST SAGE HL	2	0	0	0	0	0	0	0.0	8.263	0.00	0.28	0.00	
												Statewide Crash Rate:	0.12		
17198	0001X - 75.02	Int of CUMBERLAND ST MILL ST	2	2	0	0	0	0	2	0.0	8.301	0.08	0.28	0.00	
												Statewide Crash Rate:	0.12		
61002	0001S - 12.98	Int of CUT, MILL ST	2	0	0	0	0	0	0	0.0	4.763	0.00	0.32	0.00	
												Statewide Crash Rate:	0.12		
61003	0001S - 13	Int of CUT, MILL ST	2	2	0	0	0	0	2	0.0	1.114	0.60	0.46	1.31	
												Statewide Crash Rate:	0.12		
13766	0510100 - 0.18	Int of PLEASANT ST, SPRING ST	2	0	0	0	0	0	0	0.0	2.452	0.00	0.36	0.00	
												Statewide Crash Rate:	0.11		
Study Years: 3.00				NODE TOTALS:											
				27	0	0	2	6	19	29.6	60.229	0.15	0.26	0.58	

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Sections																		
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section U/R Length	Total Crashes	K	Injury Crashes				Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF		
								A	B	C	PD							
17195	61001	2106313	0 - 0.05	0001X - 74.83 US 1	0.05	2	5	0	0	0	0	5	0.0	0.00526	317.01	424.14	0.00	
Int of PLEASANT ST, SUMMER ST						Statewide Crash Rate: 180.37												
61001	17196	3139188	0 - 0.02	0001X - 74.88 US 1	0.02	2	0	0	0	0	0	0	0.0	0.00103	0.00	640.80	0.00	
Int of MILL ST PLEASANT ST						Statewide Crash Rate: 180.37												
17196	61000	3123360	0 - 0.03	0001X - 74.90 US 1	0.03	2	0	0	0	0	0	0	0.0	0.00105	0.00	638.09	0.00	
Int of CUT MILL ST PLEASANT ST STANWOOD ST						Statewide Crash Rate: 180.37												
17197	17198	3139187	0 - 0.06	0001X - 74.90 US 1	0.06	2	2	0	0	0	2	0	100.0	0.00495	134.73	430.64	0.00	
Int of MILL ST SAGE HL						Statewide Crash Rate: 180.37												
61000	17197	3121824	0 - 0.03	0001X - 74.93 US 1	0.03	2	7	0	0	0	3	4	42.9	0.00248	941.46	514.34	1.83	
Non-Int MILL ST						Statewide Crash Rate: 180.37												
61002	17196	3121391	0 - 0.02	3200817 - 0 RD INV 3200817	0.02	2	0	0	0	0	0	0	0.0	0.00015	0.00	693.14	0.00	
Int of CUT, MILL ST						Statewide Crash Rate: 180.37												
17196	61003	3129059	0 - 0.01	3200816 - 0 RD INV 3200816	0.01	2	0	0	0	0	0	0	0.0	0.00011	0.00	576.70	0.00	
Int of CUT MILL ST PLEASANT ST STANWOOD ST						Statewide Crash Rate: 180.37												
61000	61002	3122936	0 - 0.01	0001S - 12.97 US 1 SB	0.01	2	0	0	0	0	0	0	0.0	0.00048	0.00	745.68	0.00	
Non-Int MILL ST						Statewide Crash Rate: 180.37												
61002	61003	3129058	0 - 0.02	0001S - 12.98 US 1 SB	0.02	2	0	0	0	0	0	0	0.0	0.00000	0.00	0.00	0.00	
Int of CUT, MILL ST						Statewide Crash Rate: 180.37												
61003	61001	2106317	0 - 0.01	0001S - 12.99 US 1 SB	0.01	2	0	0	0	0	0	0	0.0	0.00051	0.00	737.05	0.00	
Int of CUT, MILL ST						Statewide Crash Rate: 180.37												
13766	17196	3115375	0 - 0.18	0510100 - 0 RD INV 05 10100	0.18	2	3	0	0	1	1	1	66.7	0.00381	262.56	397.44	0.00	
Int of PLEASANT ST, SPRING ST						Statewide Crash Rate: 148.01												
13780	17196	3120658	0 - 0.23	0510120 - 0.19 RD INV 05 10120	0.23	2	4	0	0	0	0	3	0.0	0.00440	302.98	382.89	0.00	
Int of HENNESSEY AV, STANWOOD ST						Statewide Crash Rate: 148.01												
Study Years: 3.00					Section Totals:	0.67	21	0	0	1	6	13	33.3	0.02422	288.98	286.90	1.01	
					Grand Totals:	0.67	48	0	0	3	12	32	31.3	0.02422	660.54	414.56	1.59	

Crash Summary

Section Details														
Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes					Crash Report	Crash Date	Crash Mile Point	Injury Degree
						K	A	B	C	PD				
17195	61001	2106313	0 - 0.05	0001X - 74.83	5	0	0	0	0	5	2009-22097C	09/26/2009	74.84	PD
											2011-12688	10/07/2011	74.85	PD
											2009-22065C	09/02/2009	74.86	PD
											2011-11669	09/30/2011	74.86	PD
											2011-7377C	04/30/2011	74.87	PD
61001	17196	3139188	0 - 0.02	0001X - 74.88	0	0	0	0	0	0				
17196	61000	3123360	0 - 0.03	0001X - 74.90	0	0	0	0	0	0				
61000	17197	3121824	0 - 0.03	0001X - 74.93	7	0	0	0	3	4	2010-11395C	05/17/2010	74.94	C
											2010-32059C	12/28/2010	74.94	C
											2009-27624C	10/28/2009	74.94	C
											2009-27621C	10/25/2009	74.94	PD
											2009-7526C	02/26/2009	74.94	PD
											2009-7662C	01/31/2009	74.94	PD
											2011-19703	12/15/2011	74.94	PD
17197	17198	3139187	0 - 0.06	0001X - 74.96	2	0	0	0	2	0	2009-28886C	12/02/2009	74.98	C
											2010-7071C	03/26/2010	75.01	C
61002	17196	3121391	0 - 0.02	3200817 - 0	0	0	0	0	0	0				
17196	61003	3129059	0 - 0.01	3200816 - 0	0	0	0	0	0	0				
61000	61002	3122936	0 - 0.01	0001S - 12.97	0	0	0	0	0	0				
61002	61003	3129058	0 - 0.02	0001S - 12.98	0	0	0	0	0	0				
61003	61001	2106317	0 - 0.01	0001S - 13	0	0	0	0	0	0				
13766	17196	3115375	0 - 0.18	0510100 - 0	3	0	0	1	1	1	2009-27656C	11/11/2009	0.08	PD
											2009-7637C	01/21/2009	0.10	C
											2011-12687	10/10/2011	0.11	B
13780	17196	3120658	0 - 0.23	0510120 - 0.19	4	0	0	0	0	3	2011-15532	11/10/2011	0.21	
											2010-3303C	02/01/2010	0.29	PD
											2009-7667C	02/05/2009	0.39	PD
											2011-4641C	01/23/2011	0.39	PD
Totals:					21	0	0	1	6	13				

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Day and Hour

Day Of Week	AM											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	1	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	5
MONDAY	0	0	0	0	1	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	5
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	4
WEDNESDAY	0	0	0	0	0	0	0	0	2	2	0	0	0	2	2	1	0	0	0	1	0	0	0	0	0	10
THURSDAY	0	0	0	0	0	0	0	1	0	2	1	0	0	0	0	1	1	3	0	0	0	0	0	0	0	9
FRIDAY	0	0	0	0	0	0	0	1	1	0	0	0	2	0	3	2	0	0	1	0	0	0	0	0	0	10
SATURDAY	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	1	0	0	0	0	0	0	0	0	5
Totals	0	0	0	0	1	0	0	2	4	6	2	2	3	5	7	5	3	5	2	1	0	0	0	0	0	48

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	60	23-Bicyclist	0
2-(Sport) Utility Vehicle	15	24-Witness	4
3-Passenger Van	4	25-Other	2
4-Cargo Van (10K lbs or Less)	0	Total	102
5-Pickup	11		
6-Motor Home	0		
7-School Bus	0		
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	2		
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)	4		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

**Maine Department Of Transportation - Traffic Engineering, 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	3	6	1	0	0	0	10
Ran Off Roadway	1	0	0	0	0	0	1
Failed to Yield Right-of-Way	6	2	0	0	0	0	8
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	0	0	0	0	0	0	0
Drove Too Fast For Conditions	0	0	0	0	0	0	0
Improper Turn	1	0	0	0	0	0	1
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	13	12	0	0	0	0	25
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1	0	0	0	0	0	1
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	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	26	20	1	0	0	0	47

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	44	43	3	0	0	0	90
Physically Impaired or Handicapped	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	0	0	0	0	0	0	0
Asleep or Fatigued	2	0	0	0	0	0	2
Under the Influence of Medications/Drugs/Alcohol	1	1	0	0	0	0	2
Other	0	0	0	0	0	0	0
Total	47	44	3	0	0	0	94

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	5	0	0	0	0	5
20-24	11	0	0	0	0	11
25-29	11	0	0	0	0	11
30-39	13	0	0	0	0	13
40-49	12	0	0	0	0	12
50-59	28	0	0	0	0	28
60-69	7	0	0	0	0	7
70-79	5	0	0	0	0	5
80-Over	4	0	0	0	0	4
Unknown	2	0	0	0	0	2
Total	98	0	0	0	0	98

Maine Department Of Transportation - Traffic Engineering, 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	Total	22
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	0		
13-Motor Vehicle in Transport	19		
14-Parked Motor Vehicle	3		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	0		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	0		
33-Traffic Sign Support	0		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	0		
37-Other Post Pole or Support	0		

Traffic Control Devices		
Traffic Control Device	Total	
1-Traffic Signals (Stop & Go)	15	
2-Traffic Signals (Flashing)	0	
3-Advisory/Warning Sign	0	
4-Stop Signs - All Approaches	0	
5-Stop Signs - Other	2	
6-Yield Sign	4	
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	27	
14-Other	0	
Total	48	

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	3	4
C	12	13
PD	32	0
Total	47	17

Road Character		
Road Grade	Total	
1-Level	35	
2-On Grade	11	
3-Top of Hill	2	
4-Bottom of Hill	0	
5-Other	0	
Total	48	

Light		
Light Condition	Total	
1-Daylight	41	
2-Dawn	2	
3-Dusk	1	
4-Dark - Lighted	2	
5-Dark - Not Lighted	2	
6-Dark - Unknown Lighting	0	
7-Unknown	0	
Total	48	

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2009	2010	2011	Total
JANUARY	4	1	2	7
FEBRUARY	2	1	0	3
MARCH	2	1	1	4
APRIL	1	0	2	3
MAY	1	3	0	4
JUNE	0	0	0	0
JULY	1	2	0	3
AUGUST	1	1	4	6
SEPTEMBER	2	0	2	4
OCTOBER	3	1	3	7
NOVEMBER	2	1	1	4
DECEMBER	1	1	1	3
Total	20	12	16	48

Report is limited to the last 10 years of data.

Maine Department Of Transportation - Traffic Engineering, 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	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End / Sideswipe	10	1	6	13	2	2	0	0	0	0	0	0	0	34
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	5	0	0	5	0	0	0	0	0	0	0	10
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	3	0	0	1	0	0	0	0	0	0	0	0	0	4
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	13	1	11	14	2	7	0	0	0	0	0	0	0	48

Maine Department Of Transportation - Traffic Engineering, 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
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	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
Clear												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
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	22	4	0	0	0	0	0	1	0	0	1	28
Dusk	1	0	0	0	0	0	0	0	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	7	0	0	0	0	0	0	0	0	0	1	8
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, 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
Fog, Smog, Smoke												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Other												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Rain												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	2	2
Daylight	0	0	0	0	0	0	0	0	0	0	4	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Severe Crosswinds												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Maine Department Of Transportation - Traffic Engineering, 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
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	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	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
TOTAL	32	4	0	0	0	0	0	1	0	0	0	48

Brunswick



Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded mScheduledIntervals	1	1	1	1	1	1
Vehs Entered	2346	2347	2384	2330	2366	2354
Vehs Exited	2313	2294	2337	2269	2308	2304
Starting Vehs	77	65	77	67	66	70
Ending Vehs	110	118	124	128	124	120
Denied Entry Before	6	0	0	1	4	2
Denied Entry After	458	587	558	423	347	474
Travel Distance (mi)	732	726	740	722	731	730
Travel Time (hr)	354.1	364.9	369.8	314.9	260.5	332.8
Total Delay (hr)	329.3	340.4	344.9	290.5	235.9	308.2
Total Stops	2703	2709	2760	2686	2732	2717
Fuel Used (gal)	103.8	105.6	107.5	94.1	82.2	98.6

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	2346	2347	2384	2330	2366	2354
Vehs Exited	2313	2294	2337	2269	2308	2304
Starting Vehs	77	65	77	67	66	70
Ending Vehs	110	118	124	128	124	120
Denied Entry Before	6	0	0	1	4	2
Denied Entry After	458	587	558	423	347	474
Travel Distance (mi)	732	726	740	722	731	730
Travel Time (hr)	354.1	364.9	369.8	314.9	260.5	332.8
Total Delay (hr)	329.3	340.4	344.9	290.5	235.9	308.2
Total Stops	2703	2709	2760	2686	2732	2717
Fuel Used (gal)	103.8	105.6	107.5	94.1	82.2	98.6

1: Stanwood Street/Mill Street (Route 1) & Pleasant Street Performance by approach

Approach	EB	NB	SB	All
Total Delay (hr)	241.8	60.5	5.1	307.3
Total Del/Veh (s)	612.5	463.3	35.5	459.7
Speed Delay (hr)	44.8	21.2	4.4	70.4
Speed Del/Veh (s)	113.4	162.6	30.7	105.3

Total Network Performance

Total Delay (hr)	308.2
Total Del/Veh (s)	457.7
Speed Delay (hr)	71.3
Speed Del/Veh (s)	105.8

Intersection: 1: Stanwood Street/Mill Street (Route 1) & Pleasant Street

Movement	EB	EB	NB	SB	SB
Directions Served	L	TR	LTR	LT	R
Maximum Queue (ft)	1048	1039	690	417	202
Average Queue (ft)	1024	1007	645	162	15
95th Queue (ft)	1065	1113	736	339	107
Link Distance (ft)	1014	1014	644	612	
Upstream Blk Time (%)	40	27	61	0	
Queuing Penalty (veh)	0	0	0	0	
Storage Bay Dist (ft)					225
Storage Blk Time (%)				4	0
Queuing Penalty (veh)				13	0

Network Summary

Network wide Queuing Penalty: 13

Intersection: 1: Stanwood Street/Mill Street (Route 1) & Pleasant Street

Phase	2	3	4
Movement(s) Served	EBTL	NBTL	SBTL
Maximum Green (s)	77.0	45.0	20.0
Minimum Green (s)	10.0	5.0	5.0
Recall	Max	Max	Max
Avg. Green (s)	77.0	45.0	20.0
g/C Ratio	0.48	0.28	0.13
Cycles Skipped (%)	0	0	0
Cycles @ Minimum (%)	0	0	0
Cycles Maxed Out (%)	100	100	100
Cycles with Peds (%)	0	0	0

Controller Summary

Average Cycle Length (s): 160.0

Number of Complete Cycles : 22

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded mScheduledIntervals	1	1	1	1	1	1
Vehs Entered	2479	2543	2439	2433	2045	2386
Vehs Exited	2421	2479	2379	2377	1998	2331
Starting Vehs	71	55	71	56	59	63
Ending Vehs	129	119	131	112	106	119
Denied Entry Before	2	2	0	3	0	2
Denied Entry After	412	293	360	446	867	474
Travel Distance (mi)	763	782	750	749	639	737
Travel Time (hr)	325.1	258.3	273.8	286.8	503.7	329.5
Total Delay (hr)	299.2	231.9	248.4	261.4	482.6	304.7
Total Stops	2771	3056	2759	2698	2131	2682
Fuel Used (gal)	98.3	84.1	86.3	89.1	134.3	98.4

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	2479	2543	2439	2433	2045	2386
Vehs Exited	2421	2479	2379	2377	1998	2331
Starting Vehs	71	55	71	56	59	63
Ending Vehs	129	119	131	112	106	119
Denied Entry Before	2	2	0	3	0	2
Denied Entry After	412	293	360	446	867	474
Travel Distance (mi)	763	782	750	749	639	737
Travel Time (hr)	325.1	258.3	273.8	286.8	503.7	329.5
Total Delay (hr)	299.2	231.9	248.4	261.4	482.6	304.7
Total Stops	2771	3056	2759	2698	2131	2682
Fuel Used (gal)	98.3	84.1	86.3	89.1	134.3	98.4

1: Stanwood Street/Mill Street (Route 1) & Pleasant Street Performance by approach

Approach	EB	NB	SB	All
Total Delay (hr)	202.7	4.9	6.7	214.2
Total Del/Veh (s)	496.6	42.1	47.5	322.3
Speed Delay (hr)	45.4	4.8	5.8	56.0
Speed Del/Veh (s)	111.3	41.1	41.2	84.2

6: Pleasant Street Performance by approach

Approach	EB	NB	All
Total Delay (hr)	0.3	0.0	0.3
Total Del/Veh (s)	1.7	3.1	1.7
Speed Delay (hr)	0.3	0.0	0.3
Speed Del/Veh (s)	1.7	3.0	1.7

8: Stanwood Street Performance by approach

Approach	WB	NB	SB	All
Total Delay (hr)	10.5	78.9	0.1	89.5
Total Del/Veh (s)	6309.4	661.8	1.1	493.1
Speed Delay (hr)	2.8	16.8	0.1	19.6
Speed Del/Veh (s)	1684.7	140.7	1.1	108.3

Total Network Performance

Total Delay (hr)	304.7
Total Del/Veh (s)	447.9
Speed Delay (hr)	76.6
Speed Del/Veh (s)	112.6

Intersection: 1: Stanwood Street/Mill Street (Route 1) & Pleasant Street

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R
Maximum Queue (ft)	1027	1040	92	148	443	250
Average Queue (ft)	1019	1008	72	110	214	40
95th Queue (ft)	1037	1067	105	138	486	187
Link Distance (ft)	1008	1008		93	615	
Upstream Blk Time (%)	43	33	27	71	3	
Queuing Penalty (veh)	0	0	0	399	0	
Storage Bay Dist (ft)			100			225
Storage Blk Time (%)			27	71	11	0
Queuing Penalty (veh)			69	218	38	0

Intersection: 6: Pleasant Street

Movement	NB
Directions Served	R
Maximum Queue (ft)	32
Average Queue (ft)	8
95th Queue (ft)	30
Link Distance (ft)	32
Upstream Blk Time (%)	1
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Stanwood Street

Movement	WB	NB
Directions Served	LR	TR
Maximum Queue (ft)	76	532
Average Queue (ft)	60	497
95th Queue (ft)	74	569
Link Distance (ft)	62	497
Upstream Blk Time (%)	89	64
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 723

Intersection: 1: Stanwood Street/Mill Street (Route 1) & Pleasant Street

Phase	2	3	4
Movement(s) Served	EBTL	NBTL	SBTL
Maximum Green (s)	77.0	45.0	20.0
Minimum Green (s)	10.0	5.0	5.0
Recall	Max	Max	Max
Avg. Green (s)	77.0	45.0	20.0
g/C Ratio	0.48	0.28	0.13
Cycles Skipped (%)	0	0	0
Cycles @ Minimum (%)	0	0	0
Cycles Maxed Out (%)	100	100	100
Cycles with Peds (%)	0	0	0

Controller Summary

Average Cycle Length (s): 160.0

Number of Complete Cycles : 22

Summary of All Intervals

Run Number	1	2	3	4	5	Avg
Start Time	6:57	6:57	6:57	6:57	6:57	6:57
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	63	63	63	63	63	63
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	2	2	2	2	2	2
# of Recorded mScheduledIntervals	1	1	1	1	1	1
Vehs Entered	2459	2447	2508	2436	2449	2461
Vehs Exited	2428	2392	2459	2385	2398	2413
Starting Vehs	78	65	73	69	65	70
Ending Vehs	109	120	122	120	116	118
Denied Entry Before	6	0	5	1	4	2
Denied Entry After	397	526	483	350	309	413
Travel Distance (mi)	765	756	777	756	758	762
Travel Time (hr)	323.5	333.1	342.0	279.1	249.6	305.5
Total Delay (hr)	297.5	307.5	315.7	253.4	224.0	279.6
Total Stops	2793	2771	2885	2712	2694	2770
Fuel Used (gal)	97.9	99.5	102.4	87.2	80.7	93.5

Interval #0 Information Seeding

Start Time	6:57
End Time	7:00
Total Time (min)	3
Volumes adjusted by Growth Factors.	
No data recorded this interval.	

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60
Volumes adjusted by Growth Factors.	

Run Number	1	2	3	4	5	Avg
Vehs Entered	2459	2447	2508	2436	2449	2461
Vehs Exited	2428	2392	2459	2385	2398	2413
Starting Vehs	78	65	73	69	65	70
Ending Vehs	109	120	122	120	116	118
Denied Entry Before	6	0	5	1	4	2
Denied Entry After	397	526	483	350	309	413
Travel Distance (mi)	765	756	777	756	758	762
Travel Time (hr)	323.5	333.1	342.0	279.1	249.6	305.5
Total Delay (hr)	297.5	307.5	315.7	253.4	224.0	279.6
Total Stops	2793	2771	2885	2712	2694	2770
Fuel Used (gal)	97.9	99.5	102.4	87.2	80.7	93.5

1: Stanwood Street/Mill Street (Route 1) & Pleasant Street Performance by approach

Approach	EB	NB	SB	All
Total Delay (hr)	243.0	29.7	6.0	278.7
Total Del/Veh (s)	610.6	194.2	40.7	399.1
Speed Delay (hr)	45.0	17.0	5.3	67.3
Speed Del/Veh (s)	113.1	111.0	35.8	96.3

Total Network Performance

Total Delay (hr)	279.6
Total Del/Veh (s)	397.7
Speed Delay (hr)	68.2
Speed Del/Veh (s)	97.0

Intersection: 1: Stanwood Street/Mill Street (Route 1) & Pleasant Street

Movement	EB	EB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	LT	R
Maximum Queue (ft)	1046	1035	125	671	537	250
Average Queue (ft)	1018	1002	112	565	197	46
95th Queue (ft)	1060	1105	150	805	390	200
Link Distance (ft)	1008	1008		645	615	
Upstream Blk Time (%)	42	29		29	0	
Queuing Penalty (veh)	0	0		0	0	
Storage Bay Dist (ft)			100			225
Storage Blk Time (%)			47	30	7	0
Queuing Penalty (veh)			119	92	24	0

Network Summary

Network wide Queuing Penalty: 235

Intersection: 1: Stanwood Street/Mill Street (Route 1) & Pleasant Street

Phase	2	3	4
Movement(s) Served	EBTL	NBTL	SBTL
Maximum Green (s)	77.0	45.0	20.0
Minimum Green (s)	10.0	5.0	5.0
Recall	Max	Max	Max
Avg. Green (s)	77.0	45.0	20.0
g/C Ratio	0.48	0.28	0.13
Cycles Skipped (%)	0	0	0
Cycles @ Minimum (%)	0	0	0
Cycles Maxed Out (%)	100	100	100
Cycles with Peds (%)	0	0	0

Controller Summary

Average Cycle Length (s): 160.0
Number of Complete Cycles : 22

Mr. Brett Donham
September 6, 2012
Page 5 of 5

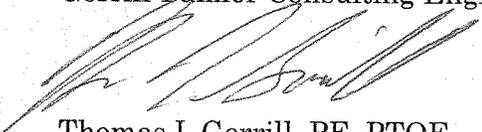
measures, such as signage and flag persons, be utilized in accordance with the Manual on Uniform Traffic Control Devices.

Closing

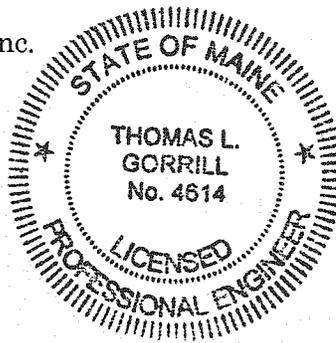
It is the opinion of Gorrill Palmer Consulting Engineers, Inc., based on the information presented in this letter, that the proposed police station should not have a significant impact on the operation of the intersection of Pleasant/Stanwood and Mill Streets. We recommend that when possible, the staff and cruisers approach the site such that they will be turning right into or out of the proposed driveways. Please contact our office with any questions regarding this letter.

Sincerely,

Gorrill-Palmer Consulting Engineers, Inc.



Thomas L Gorrill, PE, PTOE
President



Anna Breinich

From: DONHAM, BRETT [BDONHAM@DONHAMANDSWEENEY.com]
Sent: Thursday, September 27, 2012 5:00 PM
To: Anna Breinich
Cc: Gary Brown; Shaw, Jeff; Curtis Neufeld; Deputy Chief Marc Hagan
Subject: RE: Brunswick Police Station

Anna,

The floor areas are:

Basement;	6,213 SF	
First floor;	7,368 SF	
Second floor;	6,768 SF	
Total		20,349 SF

These measurements and calculations are made from the Construction Drawings, not from Schematic Design Drawings so they represent the building that is actually going to be built. The Construction Drawings are about 90% complete.

Please let me know if there is any more information you need. Please accept my thanks for helping us through the approvals process and extend my appreciation to others in the Town.

Brett

From: DONHAM, BRETT
Sent: Thursday, September 27, 2012 2:34 PM
To: 'Anna Breinich'
Cc: Gary Brown; Shaw, Jeff; Curtis Neufeld; Deputy Chief Marc Hagan
Subject: RE: Brunswick Police Station

Anna,

The footprint is 7,368 SF and shows up in 2 places in the package we submitted and you sent to the Planning Board members. I have asked a designer in the office to get the basement and second floor areas and will get them to you for the total. It is in the neighborhood of 21,000 SF if memory serves, but I will get it exact.

Brett

From: Anna Breinich [<mailto:abreinich@brunswickme.org>]
Sent: Thursday, September 27, 2012 1:16 PM
To: DONHAM, BRETT
Cc: Gary Brown; Shaw, Jeff; Curtis Neufeld; Deputy Chief Marc Hagan
Subject: RE: Brunswick Police Station

Thanks Brett..

Could you give me the final square footage for building footprint and total building?

Anna

Anna Breinich, AICP
Director of Planning and Development
Town of Brunswick
28 Federal Street
Brunswick, ME 04011

(207) 725-6660, ext. 220 (v)
(207) 725-6663 (f)
(207) 504-0549 (c)
abreinich@brunswickme.org
www.brunswickme.org

From: DONHAM, BRETT [<mailto:BDONHAM@DONHAMANDSWEENEY.com>]
Sent: Thursday, September 27, 2012 11:15 AM
To: Anna Breinich
Cc: Gary Brown; Shaw, Jeff; Curtis Neufeld; Deputy Chief Marc Hagan
Subject: Brunswick Police Station

Anna,
Below is some follow-up information to a question at the Planning Board meeting Tuesday evening.

**Brunswick Police Station
Staffing Levels**

Present total staff is 52
Possible future staff in 25 years is 62; a 19% possible increase.
This averages to 2.5 additional persons per shift.
The traffic study by Gorrill-Palmer took this negligible possible future growth into account in their analysis.

Brett

Anna Breinich

From: John Foster
Sent: Tuesday, September 25, 2012 3:39 PM
To: DONHAM, BRETT; Anna Breinich
Cc: Curtis Neufeld; Tim Matthews
Subject: RE: Review comments needed by tomorrow afternoon

Brett/Anna,

I have reviewed the revised photometric plan with the calculation zone and find the proposed exterior lighting plan is acceptable as presented, no need for any conditions for approval. Thanks, John

John A. Foster, Town Engineer/Public Works Director
Brunswick Public Works
207.725.6654

From: DONHAM, BRETT [<mailto:BDONHAM@DONHAMANDSWEENEY.com>]
Sent: Monday, September 24, 2012 11:16 AM
To: Anna Breinich; John Foster
Cc: Curtis Neufeld; Tim Matthews
Subject: FW: Review comments needed by tomorrow afternoon

Anna and John,
Attached are the revised photometrics for the exterior lighting that John asked for in his letter of 19 September. Please let me know if this meets your needs.
I will be attending the Planning board hearing Tuesday evening and will use a PowerPoint slide show for orientation and explanation.
Thank you.
Brett

From: Tim Matthews [<mailto:Tim@swiftcurrenteng.com>]
Sent: Monday, September 24, 2012 10:12 AM
To: DONHAM, BRETT
Cc: Shaw, Jeff; JP Parnas
Subject: FW: Review comments needed by tomorrow afternoon

Brett –

As requested.

Tim.

Timothy D. Matthews, PE
Swiftcurrent Engineering Services
10 Forest Falls Drive, Unit 8B
Yarmouth, ME 04096

Tel: (207) 847-9280
Fax: (207) 847-9281
Cell: (207) 712-1689

From: Travis Boucher
Sent: Monday, September 24, 2012 10:09 AM
To: Tim Matthews
Subject: RE: Review comments needed by tomorrow afternoon

Best Regards,

Travis Boucher
Electrical Engineer
Swiftcurrent Engineering
Phone-207.847.9280 ext. 102
Fax-207.847.9281
Cell-603.731.8801
TBoucher@swiftcurrenteng.com

From: Tim Matthews
Sent: Fri 9/21/2012 4:13 PM
To: Travis Boucher
Subject: FW: Review comments needed by tomorrow afternoon

FIRST PRIORITY MONDAY AM.

From: DONHAM, BRETT [<mailto:BDONHAM@DONHAMANDSWEENEY.com>]
Sent: Friday, September 21, 2012 4:16 PM
To: Tim Matthews
Cc: Shaw, Jeff; JP Parnas
Subject: FW: Review comments needed by tomorrow afternoon

Tim,
Please see the attached letter from the Town Engineer in Brunswick commenting on your exterior lighting plan. I have a public hearing with the Brunswick Planning Board on this project Tuesday evening the 25th. Is it reasonable to get me the scope of photometrics that he is looking for by late Monday? I don't know how big a deal this is. If it is a big deal, I will then ask for approval "subject to", but I would prefer to have a clean decision.

Thank you.

Brett

From: John Foster [<mailto:jfoster@brunswickme.org>]
Sent: Wednesday, September 19, 2012 2:05 PM
To: Anna Breinich
Cc: Gary Brown; Curtis Neufeld; DONHAM, BRETT; Shaw, Jeff
Subject: RE: Review comments needed by tomorrow afternoon

Attached are my final site plan review comments for the PD project. As requested, thanks, John

John A. Foster, Town Engineer/Public Works Director
Brunswick Public Works
207.725.6654

**BRUNSWICK PLANNING BOARD
TUESDAY, JULY 31, 2012**

MEMBERS PRESENT: Chairman Charlie Frizzle, Vice Chair Margaret Wilson, Dann Lewis (dismissed at 20:23), Richard Visser, and Steve Walker (arrived at 19:10)

STAFF PRESENT: Anna Breinich, Kris Hultgren and Town Attorney, Pat Scully

Case Number: 12-020 Medical Office Building: The Board will review and take action on a **Final Plan** application submitted by Priority Group, LLC to construct a medical office building at 14 Thomas Point Road (**Assessor's Map CC1, Lots 26 & 42**) in the **Cooks Corner Zoning District**.

Kris Hultgren reviewed his Memo to the Board dated July 27, 2012 and stated that this is a Final Plan application for a medical office building at 14 Thomas Point Road with plans to construct a field house. Kris stated that the existing on site building is 5,000 square feet and the applicant proposes to add an additional 5,000 square feet of office space with an additional 10,000 square foot field house. Kris noted the Planning Board approved the Sketch Plan at the June 26th meeting and the Staff Review Committee reviewed the project for their final approval at their July 23rd meeting.

The applicant, Kurt Neufeld with Sitelines, reviewed the project and stated that the existing site has a single entrance and is a story and a half. Kurt stated that the adjacent lot will be combined to make a larger lot, about 1.8 acres. The office will be primarily used for physical therapy and the field house will be available during the weekends for sports. Kurt stated that the building will have a peaked roof and there will be a granite post and black metal fence adjacent to Thomas Point Road as well as ample parking lot plantings. The site plan has remained unchanged with two entrances, the main entrance at Thomas Point Road. The sidewalk will be parallel to Thomas Point Road and will be five feet wide as discussed at the June 26th meeting. Kurt stated that the project does not require any state permits for the drainage system and the system itself meets the Town of Brunswick requirements. Traffic has been analyzed by Diane Morabito, of Maine Traffic Resources and Kurt reviewed formalizing the left and right turn striping pattern improvements on Thomas Point Road. Kurt stated that in reviewing this with John Foster, the Town Engineer, Foster stated that he would like to see the striping improved to create 11 foot lanes and for the applicant to modify the island and curbing as necessary.

**MOTION BY DANN LEWIS THE FINAL PLAN BE DEEMED COMPLETE.
SECONDED BY STEVE WALKER, APPROVED UNANIMOUSLY.**

Charlie Frizzle, referring to correspondence from the Town contractor, Sebago Technics, suggested that instead of constructing a sidewalk now, that the applicant place money in escrow towards the sidewalk for a time when and if Thomas Point Road is improved. The applicant is open to this so long as there is a time limit and the funds are not tied up indefinitely. Charlie asked Anna Breinich if this was a viable alternative and Anna replied that they have the ability to put it into escrow account dedicated for that purpose. Steve Walker asked what the priority level was for improvements for Thomas Point Road; Kris Hultgren replied that he did not know and

stated that the Cooks Corner Master Plan alludes to improvements on Thomas Point Road with no specific timeline. Charlie replied that there needs to be a time limit and if that time limit is reached with no plans to improve Thomas Point Road then the applicant builds the sidewalk as proposed; Steve suggested 10 years and Charlie agreed. Kurt stated that the applicant would prefer a five year timeframe; Charlie agreed and suggested adding a phrase that if improvements for Thomas Point Road are not on the capital improvements list by this point the applicant will go forward and construct the sidewalk.

Chairman Charlie Frizzle opened the meeting to the public hearing. No public comment and the public hearing was closed.

Charlie Frizzle asked staff where the number of parking spaces was derived from. Kris Hultgren replied that the 60 parking space number was because the warehousing use is based on square feet at two spaces for 20,000 square feet; he stated that it was a little tricky since the field house use does not fit into any category in the ordinance but staff felt there was ample parking on site. Charlie noted that the peak hours for the field house and the medical office building will be at different times and suggested that the applicant apply for minor modification review to reduce parking spaces if the applicant feels that they can get along with less.

Margaret Wilson, in reference to the finding for the stormwater provided by Summit Environmental dated July 23, 2010, stated that she is concerned that there is no conclusion in the finding that the soil is appropriate for infiltration. She asked that a conclusion be requested; staff agreed.

MOTION BY MARGARET TO APPROVE THE FOLLOWING WAIVERS:

1. Section 412.2.B.8-Name, location and width of paving for proposed roads
2. Section 412.B.14-Location of proposed cross section of sanitary sewers
3. Section 412.2.B.16-Class A Soil Survey
4. Cooks Corner Sidewalk Standard.

SECONDED BY DANN LEWIS, APPROVED UNANIMOUSLY.

MOTION BY STEVE WALKER THAT THE FINAL PLAN IS APPROVED WITH THE FOLLOWING CONDITIONS:

1. That the Board's review and approval does hereby refer to these findings of fact, the plans and materials submitted by the applicant and the written and oral comments of the applicant, his representatives, reviewing officials, and members of the public as reflected in the public record. Any changes to the approved plan not called for in these conditions of approval or otherwise approved by the Director of Planning and Development as a minor modification shall require a review and approval in accordance with the Brunswick Zoning Ordinance.
2. That prior to receiving a building permit, the applicant submits an updated stormwater management plan implementing those recommendations detailed in Sebago Technics peer review as required by Staff.

3. That prior to receiving a building permit, the applicant pays a solid waste impact fee of \$2,018.
4. That prior to receiving a building permit, the applicant pays the peer review fee of \$450.00.
5. That prior to receiving a Certificate of Occupancy, the applicant shall coordinate with the Public Works Director to construct adjustments to the curb and/or island and place pavement markings to define 11' wide left and right turn lanes at the exit of Thomas Point Road at Bath Road.
6. The applicant shall set aside funds in escrow to construct a 5' bituminous sidewalk along the front of the parcel on Thomas Point Road. The funds set aside shall be based on an estimate by Public Works Director John Foster. If after 5 years Thomas Point Road is not realigned, or the realignment of Thomas Point Road is not part of the town's Capital Improvement Plan, the escrow funds shall be released and the applicant shall construct the 5' bituminous sidewalk. The applicant may choose to leave the funds in escrow for more than 5 years.

SECONDED BY RICHARD VISSER, APPROVED UNANIMOUSLY.

Case Number: 12-014, Crestview Subdivision Amendment: The Board will review and take action on a **Final Plan** application submitted by John Gordon to create a three lot subdivision at 74 Crestview Lane (**assessor's Map 27 Lot 27**) in the **Coastal Protection (CP1) Zoning District**.

Kris Hultgren reviewed his Memo to the Board dated July, 27, 2012 and stated that the applicant wishes to subdivide a 7.39 acre lot into three lots on Crestview Lane. Kris stated that the application was before the Staff Review Committee on July 23rd and the Sketch Plan was approved by the Board on July 10th.

The applicant, John Gordon, stated that his proposal is to split the lot into three and would include his existing home. Mr. Gordon stated that one of the new lots would be two acres and the other would be 2.2 acres. Since the last meeting Mr. Gordon stated that he has been asked if he would take into consideration the view easement that was in place when his house was originally built. It was asked that he bring the cut line back to the view line another 25 feet to the 50 foot setback from the conservation easement; he has agreed and the line has been brought back to the 50 foot mark. Mr. Gordon stated that they are still waiting for DOT (Department of Transportation) posting in regards to the curb cut.

MOTION BY DANN LEWIS THAT THE FINAL PLAN BE DEEMED COMPLETE.
SECONDED BY RICHARD VISSER, APPROVED UNANIMOUSLY.

Charlie Frizzle asked the Town Attorney, Pat Scully, to address the issue of standing for the applicant as discussed at the July 10th meeting. Mr. Scully clarified that question and stated that this lot is one part of a previously approved subdivision and the applicant is not the original

developer of the subdivision but is asking for a subdivision of his lot. He stated that he understands the question to be as follows: since the applicant is not the original developer of the subdivision, does he have standing to come before the Planning Board and ask for an amendment; Mr. Scully responded that the applicant does have standing. He stated that in some cases a subdivision or some other development may not have been fully developed and the original developer may still control the property; in this case you would expect the original developer to come back and request an amendment. In other cases all of the lots may have sold and the original sub divider no longer has an interest in the development or is not in a position to seek a modification because he/she no longer has control of the property; in this case the original lot owner, such as this request, is the only person who can seek an amendment of this plan as it effects that lot. Mr. Scully stated that if the amendment affected more owners, you would need to have the owners of the larger effected properties. Mr. Scully reiterated that the applicant does have standing and is probably the only one who does. Steve Walker stated that he understands the standing over the 7.39 acres as a clean option for a lot split, but given that that Burgess still has ownership of the open space, wouldn't he need to approve an amendment beyond a single lot split? Mr. Scully replied "no" and stated that the reason is because the impact of this change is falling entirely on the applicant's lot. Steve replied that due to the separation of the Burgess ownership and the 7.39 acres, is there any issue with Mr. Gordon requesting his lot be split three times based on actions that he did not take in terms of setting conservation lands aside. Mr. Scully replied that what is being sought is an amendment to what was the original plan and in reviewing the original plan this is to be treated as an amendment, and in doing so you must look at the larger parcel. The Planning Board must make sure that the impact for the conservation land is met as a whole and that they do not cross a point where the original density of the conservation area would have supported.

Charlie Frizzle stated that with respect to other legal issues which have been raised and may affect their decision, Pat Scully has addressed these in his letter dated July 26, 2012; the Planning Board will not discuss these issues any further.

Margaret Wilson asked for clarification on the area of disturbance and Steve McLellum, Land Surveyor, stated that the area for disturbance has been moved 25 feet closer to the house. Steve Walker asked in terms of monitoring the disturbances, would it make more sense to make the building envelopes more consistent with those limits? Kris Hultgren replied that this project has gone through Staff Review and the Conservation Commission and the boundaries for disturbed area and mitigation have remained the same. Steve suggested showing the building windows more consistent with the limits of disturbances on the plans; make the disturbed area the building window, outside the disturbed area do not show setbacks. Margaret and Charlie agreed.

Chairman Charlie Frizzle opened the meeting to the public hearing. Charlie reminded those wishing to speak that the Planning Board is not a court of law and asked that they only address issues pertaining to the Town's Zoning Ordinance.

John Sperzel, resident of 61 Crestview Lane and an abutter, stated that he has opposed this application based on release of covenants which has been pointed out to be a legal issue. He stated that he provided to the Planning Board at the meeting of June 26, 2012 a letter that addressed issues dealing with Maine real estate law and case law that address the issue at hand.

Mr. Sperzel stated that he asked Mr. Scully for an interpretation and what he got was a response to Anna's question. Mr. Sperzel asked if Mr. Scully had read his letter and if he has any comments. Pat Scully replied that there may be some question between the two owners whether release of this covenants is effective against other lot owners and whether other lot owners would have any complaint about the release and whether or not a court would entertain this and what they would do about it. He stated that this would require a factual investigation at a court level, legal investigation and for a judge to decide. He stated that it is not a decision that the Planning Board would make; the Planning Board does not litigate legal matters. Mr. Sperzel asked if Pat Scully was willing to go on record and say that, based on the removal of the restriction of the subdivision of that property, "that it is OK for somebody to get a change in a covenant on a piece of property that they don't own without the knowledge of the owners of that property"? Charlie replied that the Planning Board has reviewed this issue and that is as far as it is going to go. Mr. Sperzel stated that he had an issue from the last Staff Review meeting and the curb cut for Lot 1A. He stated that he spoke to Jim Higgins and John Foster with Public Works and neither seemed to have an issue with moving the curb cut back to the original position. He stated that he wishes for the cut to be located at the original position.

Mr. Sperzel stated that his last issue pertains to the remaining covenants and the covenants that go with the lots run with the land and must be included in any deeds or transfer of the property.

Chairman Charlie Frizzle closed the public hearing.

MOTION BY STEVE WALKER TO APPROVE THE FOLLOWING WAIVERS.

1. 412.2.B.11 – Kind, location, cross section of all drainage facilities, etc.
2. 412.2.B.17 – Location of trees over 10 inches in diameter
3. 412.2.B.25 – Wetlands Map
4. 412.2.C.17 – Landscaping Plan

SECONDED BY MARGARET WILSON, APPROVED UNANIMOUSLY.

MOTION BY DANN LEWIS THAT THE FINAL PLAN IS APPROVED WITH THE FOLLOWING CONDITIONS:

1. That the Board's review and approval does hereby refer to these findings of fact, the plans and materials submitted by the applicant and the written and oral comments of the applicant, his representatives, reviewing officials, and members of the public as reflected in the public record. Any changes to the approved plan not called for in these conditions of approval or otherwise approved by the Director of Planning and Development as a minor modification shall require a review and approval in accordance with the Brunswick Zoning Ordinance.
2. That prior to receiving a building permit, the applicant shall receive a Driveway Entrance Permit from the Department of Public Works and update the final plan, if necessary, in accordance with the permit.
3. That prior to receiving a building permit, the applicant shall pay a solid waste impact fee in the amount of \$258.56 for lots 1A and 1B.

4. That prior to receiving a building permit, the applicant shall submit an updated plan showing building setbacks only within the proposed limits of disturbance.

SECONDED BY MARGARET WILSON, APPROVED UNANIMOUSLY.

Case Number: 12-022 Maine Woolens: The Board will review and take action on a joint sketch and Final Plan application submitted by Maine Woolens to construct a 7,886 square foot addition at 15 Paul Street (**Assessor's Map U26, Lot 12**) in the **Mixed Use 2 (MU2) Zoning District**.

Kris Hultgren reviewed his Memo to the Board dated July, 27, 2012 and stated that the application is to expand Maine Woolens existing manufacturing operations at 15 Paul Street. Kris stated that there is an existing building of approximately 8,668 square feet and the applicant wishes to extend this another 7,886 square feet; Staff Review Committee reviewed this application at their July 23rd meeting.

Curt Neufeld with Sitelines reviewed the location and stated that it is set back far from the road. He stated that the facility is for light manufacturing and the existing building is non-conforming with regards to the rear setback and the proposed building will be no more non-conforming than that. The proposed building will extend out to the side. They employ four to five people at any given time and the expansion is not going to change this much. The site plan provides parking up to 11 spaces but based on use they will only use five to eight. Kurt stated that there are no state permits required and the new building will be sprinklered as required by the Fire Chief.

Charlie Frizzle asked Anna if her request that the application be updated with specifications to HVAC had been met; Anna replied that according to the additional information they received, the HVAC unit is not to be located on the roof and they are all set.

Margaret Wilson asked if the Planning Board could waive parking requirements; Kris Hultgren replied that the Planning Board has the ability to waive the requirements under Section 512 and noted that Planning Staff would support this based on the use of this site and very little traffic to this site. Margaret asked how a big truck will access the site; Kurt replied that a large truck will need to back in. Richard Visser asked where the additional parking will be located. Curt replied that it is along the side and envisions that if needed the applicant can ask their employees to move their vehicles.

Chairman Charlie Frizzle opened the meeting to the public hearing.

Town Councilor, John Perrault, stated that he is excited that there is a business expanding in Brunswick and encouraged by this. Councilor Perrault asked about access if NEPRA was to come in and is there a possible driveway access this way. Margaret Wilson and Charlie Frizzle stated that they haven't been given any information in regards to NEPRA; Councilor Perrault stated that he understood and noted that he has been present at many of the NEPRA meetings and this is the direction that they are talking about to bring their road in. Charlie replied that this will have to be addressed when NEPRA submits their formal plans.

Chairman Charlie Frizzle closed the public hearing.

MOTION BY STEVE WALKER TO DEEM THE SKETCH/FINAL PLAN COMPLETE. SECONDED BY DANN LEWIS, APPROVED UNANIMOUSLY.

MOTION BY STEVE WALKER TO APPROVE THE FOLLOWING WAIVERS.

1. Section 412.2.B.8 – Name, location and width of paving for proposed roads
2. Section 412.2.B.14 – Location of proposed cross section of sanitary sewers
3. Section 412.2.B.16 – Class A Soil Survey
4. Parking Space Requirements

SECONDED BY MARGARET WILSON, APPROVED UNANIMOUSLY.

MOTION BY STEVE WALKER THAT THE SKETCH AND FINAL PLAN IS APPROVED WITH THE FOLLOWING CONDITION.

1. That the Board’s review and approval does hereby refer to these findings of fact, the plans and material submitted by the applicant and the written and oral comments of the applicant, his representatives, reviewing official, and members of the public as reflected in the public record. Any changes to the approved plan not called for in these conditions of approval or otherwise approved by the Director of Planning and Development as a minor modification shall require a review and approval in accordance with the Brunswick Zoning Ordinance.

SECONDED BY RICHARD VISSER, APPROVED UNANIMOUSLY.

Workshop: At the request of Town Council, the Board will discuss options to amend the zoning ordinance to allow other uses at 28 Federal Street (Town Hall and Recreation Facility), once the buildings are no longer a municipal facility and schedule a public hearing.

Anna Breinich stated that this was a workshop at the Town Council’s request that the Board discuss options to amend the zoning ordinance to allow other uses at 28 Federal Street, once the buildings are no longer a municipal facility. Anna reviewed her letter to the Board dated July 27, 2012 and asked the Town Attorney, Pat Scully to discuss zoning by ownership. He replied that “if you are using land or a building for a municipal purpose then you are a municipal facility and if it is permitted as a municipal facility then fine”, however, if you are grandfathered as a municipal facility then once that ownership ceases it is no longer a municipal facility. He stated that this building was created under a different ordinance when it was permitted but later in time it became no longer allowed to use as an office building. If an office building were to move into this building it would become non-conforming. Margaret Wilson asked what would be allowed and Anna replied that TR2, Town Residential 2, only allows two uses; single family and multi-family duplex. She stated that there are a number of uses by special permit such as greenhouses, florists, religious institutions and such. Anna reviewed the history of Federal Street and non-conforming buildings that were established uses. She stated that all non-municipal uses that are in place are considered non-conforming; once the Town gives up ownership of the municipal building, it will be non-conforming only as a municipal facility not as the use of an office and recreational facility. Anna reviewed the potential options as reflected in her letter. Charlie Frizzle asked what the functional use was of the recreational building; Anna replied that it would remain the same as a gym, office and daycare. Charlie suggested taking a liberal approach to see

what direction the Town wishes to go with respects to Public Hearing. Steve Walker agreed with Charlie and stated that it would be best to start with a broader approach. Richard Visser asked if these changes would inhibit the possibility of using the space as a parking lot. Anna replied that the only way a parking facility could be legally established under the current TR2 was if it was municipally owned and would have to follow the dimensional requirements. Charlie stated that going to TC1 would alleviate some of the requirements. Pat Scully stated that he disliked the second option of amending the existing municipal facilities standards; he stated that the first option leaves flexibility.

Chairman Charlie Frizzle opened the meeting to public comment; hearing none, the public comment period was closed.

It was decided that planning staff set public hearing to consider rezoning the west side of Federal Street from Mason to Center Street to TC1 Zone.

Other

Minutes

MOTION BY MARGARET WILSON TO APPROVE THE MINUTES OF JUNE 12, 2012. SECONDED BY RICHARD VISSER, APPROVED UNANIMOUSLY.

Adjourned

This meeting was adjourned at 8:45 P.M.

Attest

Tonya D. Jenusaitis
Recording Secretary