



City of Caribou, Maine

AGENDA Caribou Planning Board Regular Meeting Thursday, January 18, 2018 at 5:30 p.m. Caribou City Council Chambers

*Municipal Building
25 High Street
Caribou, ME 0473
Telephone (207) 493-332
Fax (207) 498-395
www.cariboumaine.org*

- I. Call Meeting to Order
- II. Election of Officers for 2018
 - a. Chairman
 - b. Vice-Chairman
 - c. Secretary
- III. Setting Meeting Dates/Times for 2018
- IV. Approval of minutes from the November 30, 2017 Special Planning Board meeting.
- V. Public Hearing
 - a. Final Plan Review of a Site Design Application from Eastern Aroostook RSU #39 to construct a new school for grades Pre K-8.
- VI. New Business
- VII. Old Business
- VIII. New Communications
- IX. Staff Report
- X. Planning Board Training
- XI. Adjournment



City of Caribou, Maine

Municipal Building
25 High Street
Caribou, ME 04736
Telephone (207) 493-3324
Fax (207) 498-3954
www.cariboumaine.org

Caribou Planning Board Meeting Minutes Thursday, November 30, 2017 @ 5:30 pm City Council Chambers

Members Present: Phil Cyr, Robert White, Philip McDonough III, Todd Pelletier, Thomas Ayer and Evan Graves

Members Absent: Matthew Hunter

Others Present: Steve Wentworth –Planning Board Advisor, Penny Thompson –Tax Assessor/Code Enforcement Officer, Russell Levesque, David Corriveau, Paul Morgan, Tammy Belanger, Reginald Burleigh and Denise Lausier –Executive Assistant to the City Manager

I. Call to Order –The meeting was called to order at 5:30 pm.

II. Public Hearings –

- a) Review of a Home Occupation Application from Patty Corriveau for the Thistle Shop / Design and Antique Restoration at 26 Garden Circle – Tax Map 39 Lot 151** – Public Hearing was opened at 5:34 pm. Reginald Burleigh has a vacant lot diagonally behind on Westwind Drive. He has concerns with traffic in a residential neighborhood and questions if they have enough parking. Currently, Mr. Burleigh's vacant lot is used by neighbors for excess parking and if the business grows he is concerned if they will be using that lot. Phil Cyr asked him if there has been any change in traffic within the last year because they have been in operation this past year. Mr. Burleigh has not noticed any increase in traffic. Phil Cyr explained that this has come back before the Board because there is an issue with the Land Use Table that was brought to the Code Enforcement Officer's attention. The Board has copies of letters from both the Police Chief and Fire Chief that have no concerns.

Applicant Patty Corriveau stated that she doesn't have much for foot traffic. She receives many orders through facebook and on the phone. Mrs. Corriveau stated that she doesn't have employees and she also doesn't want it to grow any larger than they are now. There is ample parking at her location and she has a separate facility to house products.

Code Enforcement Officer, Penny Thompson explained this was approved by her initially and was brought to her attention later that the City ordinance states that a home occupation needs Planning Board approval.

Public Hearing was closed at 5:46 pm. Todd Pelletier moved to approve the Home Occupation Application for Patty Corriveau's Thistle Shop; seconded by Thomas Ayer. Motion carried with all in favor.

- b) Review of Site Design Application from Paul Morgan for Access 89 Bar & Grill located at 539 Access Highway – Tax Map 15 Lot 41** – Public Hearing opened at 5:49 pm. With no public comment, the Public Hearing closed at 5:49 pm. Mr. Morgan answered questions from the Board. The kitchen is in the store, no kitchen in the bar; parking lot has been installed with fifteen spaces and one handicap accessible; disposal on well has been taken care of and was approved; and he has approval from the State Fire Marshal.

Steve Wentworth commented that it is a nice location and that they have done a nice job. There are some plumbing issues, but those are being fixed. The leach field is in and it's coming along. Once the plumbing is inspected and tested, it should be good.

The Board reviewed the site design review criteria. Robert White moved to approve based on discussion and findings of fact; seconded by Evan Graves. Motion carried with all in favor.

- c) Review of Site Design Application from Tammy Belanger for Clippity-Do Dog Grooming located at 32 Roberts Street – Tax Map 31 Lot 215** – Public Hearing opened at 6:00 pm. With no public comment, Public Hearing closed at 6:00 pm.

Robert White clarified with staff that the R-2 zone change was approved by the City Council on November 27th. The Board reviewed the site design review criteria. Tammy Belanger answered questions from the Board. She has motion censored exterior lighting and has her sign permit for the outdoor sign.

Robert White moved to approve based on discussion and findings of fact; seconded by Thomas Ayer. Motion carried with all in favor.

III. New Business - None.

IV. Other Business – None.

V. New Communications – None.

VI. Staff Report – Code Enforcement Officer, Penny Thompson gave the Board copies of the new school plans. Notices of public hearing have been posted and abutters notices have gone out for concept review at the next Planning Board meeting.

Steve Wentworth had concerns upon review of the plans that when school buses are dropping off or picking up kids, will there be ample parking without jeopardizing the safety of the kids. Mr. Wentworth also had concerns that there will be a free standing biomass heating system where there are residential homes adjacent to as well as no back up heating system. He doesn't recommend this far north having a 100% dependency on the biomass boiler with no back up secondary system. Mr. Wentworth has concerns that if anything were to go wrong with the heating system, the special techs for the boiler may be downstate and if there were a storm they may not be able get here. Mr. Wentworth also has concerns with the by-products of combustion if the system doesn't work properly.

Robert White and Phil Cyr commended and thanked Penny Thompson for the work she has been putting into the meeting packets.

VII. Adjournment – Thomas Ayer moved to adjourn the meeting at 6:40 pm; seconded by Philip McDonough III. Motion carried with all in favor.

Respectfully Submitted,

Philip McDonough III
Planning Board Secretary

PM/dl



Stantec Consulting Services Inc.
482 Payne Road Scarborough Court, Scarborough ME 04074-8929

November 10, 2017

Ms. Penny Thompson, CEO

City of Caribou
25 High Street
Caribou, ME 04736

**Subject: Concept Plan Review Submission
RSU #39 Proposed Pre K-8 School**

Dear Ms. Thompson:

On behalf of Eastern Aroostook RSU #39, Stantec is pleased to submit a Site Design Application and accompanying materials for Concept Plan Review. The proposed project consists of redevelopment of 25.28± acres of fronting on Glenn Street and Bennett Drive for a new Pre K-8 School and the relocation of Teague Park.

The proposed new Pre K-8 School will be located upon property comprised of 6 parcels and Park Street (a public street to be discontinued). The proposed new Teague Park City Park will be located on property comprised of two parcels. The list of the parcels, current owners, current use, and proposed future owners for the new Pre K-8 School facilities are included in Attachment C of this submission.

DEVELOPMENT DESCRIPTION

The project site is comprised of multiple City and RSU owned parcels. They include the site of the current Teague Park Elementary School, the Caribou Middle School, Teague Park, and the "Learning Center", which is an adult education facility managed by the Parks and Recreation Department. The schools and the Learning Center will be demolished for the construction of the new school, and Teague Park will be relocated to the property formerly occupied by the Learning Center.

The new school will accommodate 700-750 students in grades Pre K-8. In addition to the school, the project includes a new biomass boiler building, re-use of the existing service building, relocated Teague Park facilities, utilities, parking, walkways, landscaping, soft and hard play areas, and athletic facilities.

ZONING

A public or private school requires Planning Board approval as a use within the C-2 Commercial District. Please see below for space and bulk requirements:



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Table 1 C-2 Commercial District Space & Bulk Requirements			
Criteria	Required	Existing	Proposed
Minimum lot area	N/A	31.73 ac.	24 ac. ±
Minimum street frontage	N/A	1,856 feet ± (Bennett Dr.) 1,729 feet ± (Glenn St.) 409 feet ± (Park St.)	2,092 ± (Bennett Dr.) 1,775 ± (Glenn St.)
Minimum front building setback	10 feet	91 feet ±	40 feet ±
Minimum side building setback	10 feet	113 feet ±	20 feet ±
Minimum rear building setback	10 feet	73 feet ±	30 feet ±
Maximum building height*	45 feet	20 feet ±	42.67 feet ±
Maximum lot coverage	50%	9.45% (building) ±	13% (building) ±

* Exceptions from height limits are detailed in Section 13-205 of Chapter 13 Land use Ordinances of the City of Caribou

UTILITIES

The following utilities will be provided for the project:

➤ **Water**

The site is served by a public water system, which is managed by the Caribou Utility District. Records indicate that there is a 12" cast iron main present in Park Street; an 8" cast iron main located in Bennett Drive; and a 6" cast iron main located in Glenn Street.

New water services for domestic and fire will be designed and constructed in conformance with Caribou Utility District Standards, American Water Works Standards, and the International Association of Plumbing and Mechanical Officials Uniform Plumbing Code, 2015 edition, whichever is the more stringent.

The domestic water demand for the uses planned on the site have been estimated based on the Maine Subsurface Waste Disposal Rules, and are as follows:

Building – School Use	Design Flow (GPD)
437 Elementary School Students @ 7 gpd/Student	3,059
313 Middle School Students @ 9 gpd/Student	2,817
100 School Employees @ 15 gpd/Employee	1,500
TOTAL	7,376

Building – Service Use (No Showers)	Design Flow (GPD)
4 Employees @ 15 gpd/Employee	60
TOTAL	60



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Public Park (Concessions Building)	Design Flow (GPD)
50 Attendees @ 10 gpd/Attendee	500
4 Employees @ 15 gpd/Employee	60
TOTAL	560

Splash Pad (to be fed off existing Recreation Dept. Bldg)	Design Flow (GPD)
Per Manufacturer's Specifications	164
TOTAL	164

Fire Flows

The school and boiler buildings will include automated building sprinkler systems. It has been conservatively estimated at a demand of 500 gpm.

➤ Wastewater

The site is served by a public sanitary sewer system, which is managed by the Caribou Utility District. Records indicate that there are 12" PVC sewer mains in Glenn and Park Streets. There is an 8" clay sewer main located on the Learning Center property.

New connection for sanitary sewer will be designed and constructed in conformance with Caribou Utility District Standards and the International Association of Plumbing and Mechanical Officials Uniform Plumbing Code, 2015 edition, whichever is the more stringent. The design flows for each of the facilities in contained in the "Water" section above.

➤ Power/Telephone/Communications

According to Emera Maine, 3-phase power currently exists on Park Street that serves Bennett Drive to High Street. With the discontinuance of Park Street, which is proposed by the school development plan, Emera Maine will be designing a re-routing of the 3 phase in this area. There are overhead utility lines along Bennett Drive on the west side, and Glenn Street on the west side. The current plan is to extend 3 phase power from the intersection of Park Street and Glenn Street, to a new drop pole and transformer for the school on Glenn Street. Telephone and communications will also be brought to this location. Power for the Service building and the Boiler building will be fed from the new school. Power for the new park Concessions building will be fed from a new drop pole and transformer off Bennett Drive. Fairpoint Communications and Charter Cable Service this area.



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SOILS

The USDA – SSURGO Soils Map identifies the site soils in the Area of Interest (AOI) to be comprised of the following soil types:

SSURGO SOILS MAP CLASS IN AOI			
Soil Symbol	Soil Description	Hydrological Soil Group	Percent of AOI
CgB	Caribou Gravelly Loam	B	0.3%
CoB	Conant Silt Loam	C	1.6%
EaB	Easton-Burnham Complex	C/D	4.6%
Md	Made Land	C/D*	93.5%

* Made land consists of various soil types used as fill. Based on on-the-ground investigation this area appears to drain poorly so HSG C/D has been assumed.

The soils are defined as being predominantly Made Land, with some Conant silt loam and Caribou gravelly loam. The USDA describes these soils as follows:

- The Caribou series consists of very deep, well drained soils on till plains and ridges. They formed in loamy till. Permeability is moderate. Slope ranges from 0 to 45 percent.
- The Conant series consists of very deep, moderately well drained, and somewhat poorly drained soils on till plains and ridges. They formed in loamy till. Permeability is moderate. Slope ranges from 0 to 15 percent.
- The Easton-Burnham Complex consists of poorly drained fine-loamy lodgment till and loamy lodgment till derived from limestone and shale. Slope ranges from 3 to 8 percent slopes.
- The Made Land series consists of various soil types used as fill. Based on on-the-ground investigation this area appears to be poorly drained.

The site soils were examined through using test boring and test pit explorations and summarized in a report prepared by S.W. Cole Engineering, Inc. Underlying a surficial layer of topsoil or bituminous pavement, the explorations encountered a soils profile generally consisting of uncontrolled fill soils overlying fine sandy silt overlying glacial till mantling probable bedrock with depth. The principal strata encountered are summarized below:

Uncontrolled Fill Soils: The uncontrolled fill soils at the proposed Pre K-8 building location, which is the existing ballfield area of Teague Park, generally consist of loose to medium dense sand and silt with varying proportions of gravel and organics. The thickness of the fill soils within the existing field area generally ranged from 1.0 to 4.7 feet. The uncontrolled fills encountered at the existing middle school, recreation center, Park Street and underlying the tennis courts consisted of gravelly sand with varying proportion of silt and organics. The thickness of the fill soils at these areas generally ranged from 1.3 to 6.0 feet.



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Fine Sandy Silt: Underlying the surficial topsoil, pavement or fill soils, the explorations generally transitioned to a medium dense fine sandy silt. Generally, the fine sandy silt was encountered to depths ranging from 2.5 to 4.0 feet.

Glacial Till: The glacial till soils generally consist of medium dense to dense sand and silt with varying fractions of gravel and cobbles. The explorations generally transitioned to medium dense to dense sandy silt and gravel with cobbles with depth.

Refusal Surface: Refusal surfaces (probable bedrock) were encountered at explorations B-101, B-115 and TP-101 at depths of 9.2, 9.7 and 4.8, respectively. A refusal surface (probable cobble or boulder) was encountered at test boring B-110 at a depth of 15.5 feet.

General Findings and Methods Used to Overcome the Limitations

The S.W. Cole Geotechnical Report found that the proposed construction appears feasible from a geotechnical standpoint. The principle geotechnical considerations are as follows:

- Spread footing foundations and on-grade floor slabs bearing on properly prepared subgrades appear suitable for the proposed buildings.
- Existing fills must be completely removed and backfilled with compacted Granular Borrow beneath all building footprints.
- Perimeter footings should be underlain with at least 6 inches of crushed stone wrapped in geotextile fabric with a perimeter foundation drain on the outside edge of crushed stone mat. The crushed stone mat below perimeter footings is anticipated to be founded on undisturbed native soils. Interior footings are anticipated to be founded on compacted granular borrow or undisturbed native soils.
- On-grade floor slabs should be underlain with at least 12-inches of compacted structural fill underlain by properly prepared subgrades.
- Imported granular borrow, structural fill, and crushed stone are recommended for fill and backfill. The native soils are unsuitable for reuse below building areas, but may be suitable for reuse in landscape areas. The existing granular fills may be suitable for reuse as granular borrow, provided deleterious materials are removed.
- Sumping and pumping dewatering techniques should be adequate to control groundwater in excavations

STORMWATER MANAGEMENT

A full Stormwater Management analysis will be prepared in accordance with the Maine Department of Environmental Protection (MeDEP) Chapter 500 Rules for Stormwater



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Management for Basic, General and Flooding Standards. This project is considered a redevelopment project as the land is currently completely developed. Therefore, the project will adhere to the Rules for Redevelopment Projects described within MeDEP's Chapter 500.

The purpose of the analysis is to document what measures will be implemented to provide drainage for the project, what is required to control the peak rate of discharge during large storm events, and to provide treatment to stormwater runoff as determined by MeDEP's Rules for Redevelopment Projects.

The approach to the stormwater design for the project is to keep drainage patterns as close as possible to the existing patterns. Although the entire project area is a part of one larger watershed, the Aroostook River watershed, the existing drainage infrastructure has been sized to handle a certain amount of runoff from various portions of our site. Rather than concentrate discharges to one or two points within our project site, we have endeavored to maintain the area to each of the six existing discharge points. In order to do this, we have designed stormwater treatment facilities that are scattered throughout the site to treat runoff from the source and pipe discharges into the closed systems at points that previously received runoff discharges. All collected stormwater runoff will be routed through closed systems in Bennett Drive, North Street, South Park Street, High Street, and Glenn Street. In order to manage impacts to property abutters our design will ensure that discharge rates will be reduced from predevelopment to post development.

The project is required to meet the water quality and flooding standards as described in MeDEP's Chapter 500 Rules. The Flooding Standards dictate that the project includes stormwater management practices to reduce peak discharge rates for the 2, 10, and 25-year storm event from predevelopment to post development conditions. This is typically achieved by reducing onsite impervious area and/or providing detention for stormwater runoff to control the rate of release after storm events. This project uses both of these strategies to reduce peak discharge rates. The table below compares peak discharge rates from pre- to post development for each of the POIs:

Comparison of Peak Discharge Rates at Points of Interest Predevelopment to Post Development							
Storm Event & Condition	POI 1 (cfs)	POI 2 (cfs)	POI 1&2 (cfs)	POI 3 (cfs)	POI 4 (cfs)	POI 5 (cfs)	POI 6 (cfs)
2-Yr Predevelopment	6.21	0	6.21	2.43	3.11	20.35	0.34
2-Yr Post Development	0.49	0.46	0.95	2.04	0.95	9.64	0.22
10-Yr Predevelopment	9.48	0	9.48	4.08	4.60	32.04	0.82
10-Yr Post Development	0.95	0.72	1.67	3.83	2.97	18.88	0.51
25-Yr Predevelopment	11.65	0	11.65	5.21	5.65	37.92	1.20
25-Yr Post Development	1.29	1.61	2.90	5.11	5.32	23.47	0.73



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Stormwater management BMPs are proposed throughout the project to provide detention as well as flood control for the project. Outlet control structures that utilize weirs and orifices are also included to ensure that stormwater runoff is released at an appropriate rate to meet both water quantity and quality standards.

As depicted on the plans, there are several BMPs proposed for water quality treatment including:

- Grassed Underdrained Soil Filter
- Bioretention Filter
- Roof Line Drip Edge Filter
- ACF Focal Point™ Biofiltration System

The water quality treatment summary for the entire project is provided below:

Overall Water Quality Treatment		
Description	Redeveloped Area	Impervious Area
Area Treated (sf)	660,871	290,054
Untreated Area (sf)	359,381	83,277
Total (sf)	1,020,252	373,331
% Treated	64.78%	77.69%

As shown above, the minimum treatment requirement of 50% of developed area as established by the rules for redevelopment projects from MeDEP's Chapter 500 Rules for Stormwater Management has been achieved.

TRAFFIC

Gorrill Palmer prepared a Traffic Impact Analysis in 2016. It addressed the trip generation for the proposed school, the operation of the intersections of Bennett Drive with High Street and Bennett Street with the proposed student drop-off entrance, and the parking demand for the three schools during the day and during the afternoon student pick-up. The trip generation for the proposed K-8 school is equal to the combined forecast trip generations for the three individual schools and is summarized in the following table:

Forecast K-8 School Trip Generation		
School	2019 Student Population	AM Trip Generation
Hilltop Elementary School	278	117 (64 in / 53 out)
Teague Park School	223	94 (52 in / 42 out)
Caribou Middle School	230	122 (67 in / 55 out)
Proposed K-8 School	731	333 (183 in / 150 out)



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As shown in the table, the proposed Pre K-8 school is forecast to generate 333 trip ends during the AM peak hour. This would be conservative if parents have students that attend both elementary and middle school.

The project has been approved for a MaineDOT Traffic Movement Permit (December 2016). The conditions included in the permit are outlined as follows:

- Provide a center two-way left turn lane on Bennett Drive as depicted in the "Concept Site Plan Showing Turning Lane & Superintendent's Office" figure dated January 2016.
- Provide a left turn lane on High Street as depicted on the "Concept Site Plan Showing Turning Lane & Superintendent's Office" figure dated January 2016.
- Provide pedestrian improvements depicted on the "Concept Site Plan Showing Turning Lane & Superintendent's Office" figure dated January 2016 and the "Glenn and High Street Crosswalk Improvements" dated November 2016.
- Install school speed limit signs in accordance with MUTCD, latest revision.

The following information is provided for submission with this application:

- Attachment A: Site Design Application
- Attachment B: Project Description
- Attachment C: Title, Right or Interest
- Attachment D: List of Consultants
- Attachment E: List of Abutters
- Concept Plan Set

Enclosed, please find ten (10) copies of this letter, supporting documentation and 11"x17" figures as well as one (1) 30" x 42" copy of the plan set. We are requesting that this be placed on the December 14, 2017 Planning Board agenda to discuss the proposed project.

Per your office, we understand the site design application fee is being waived. We look forward to presenting to the Planning Board and we welcome any staff comments you may have prior to the meeting.



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If you have any questions with regards to the information submitted, please contact our office.

Regards,

STANTEC CONSULTING SERVICES INC.

A handwritten signature in black ink, appearing to read "D. B. Stairs".

Darrin B. Stairs, PE
Project Manager
Phone: (207) 887-3406
Darrin.stairs@stantec.com

Attachments: As listed above

c: RSU #39
PDT Architects (digital copy)

V:\1953\active\195350074\Admin\Permitting\Local\concept plan review\let_thompson_concept plan_20171107.docx

ATTACHMENT A

SITE DESIGN APPLICATION



Site Design Application

Planning & Code Enforcement
City of Caribou
25 High St.
Caribou, Maine 04736

(207) 493 – 3324 option 3
pthompson@cariboumaine.org

Note to Applicant: Complete this application and return it with the required documents. In addition, the required fee must be returned along with this completed application. Make checks payable to: "City of Caribou", in the amount of \$90.00 plus \$10.00 per 2000 square feet of total gross floor area for commercial, industrial or other non residential applications.

Please print or type all information

Name of Property Owner / Developer: Eastern Aroostook RSU #39

Development Name: New RSU #39 Pre K-8 School

Location of Property (Street Locations): Bennett Drive

City of Caribou Tax Map: * Lot: * Zone: C-2

*Map 34; Lots 82, 82B, 83, 83A, 84, 85, 99 & 100

Site Design Review Application – City of Caribou, Maine

Site Design approval will not be considered complete until the Planning Board has determined it has all of the necessary information to review the proposal and render a decision. You are advised to meet with the Code Enforcement Officer prior to completing the application as it may not be necessary to comply with all of the items shown on the form. The review of your application shall consist of at least (2) two presentations to the Planning Board and possibly additional presentations until all required information has been provided. A "Performance Bond" may be required prior to approval of this project.

Applicant Information

Please provide a brief description of this project.

Please see Attachment B

Person and address to which all correspondence regarding this application should be sent to:

Darrin B. Stairs, PE - Stantec

Phone: 207-887-3406

482 Payne Road

Scarborough, ME 04074

E-mail: darrin.stairs@stantec.com

If applicant is a corporation, check if licensed in Maine () Yes (X) No
(Attach copy of Secretary of State Registration)

Name of Land Surveyor, Engineer, Architect or other Design Professionals. (attach list if needed)

Please See Attachment D

Phone:

Phone:

What legal interest does the applicant have in property to be developed (ownership, owners representative, option, purchase & sales contract, etc?)

Please See Attachment C - Includes Deeds

(Attach supportive legal documentation)

General Information

Aroostook County Registry Deeds: Book # 486; 5039 Page # 111; 332 (attach copy of deed)
5; 4580; 3203 68; 2; 290

What interest does the applicant have in any abutting property? none

Is any portion of the property within 250 feet of the normal high water line of a lake, pond, river, or wetland or within 75 feet of any stream? () Yes (X) No

Is any portion of the property within a Flood Hazard Zone? () Yes (X) No

Total area or acreage of parcel: 31.7 Total area or acreage to be developed: 25.3

Has this land been part of subdivision in the past five years? () Yes (X) No

Identify existing use(s) of land (farmland, woodlot, residential, etc.) Please See Attachment B

Indicate any restrictive covenants to be placed in the deed -- (Please attach list)

Does the applicant propose to dedicate any recreation area, or common lands? ☐ Yes ☒ No

Recreation area(s) Estimated Area & Description: _____

Common land(s) Estimated Area & Description: _____

Anticipated start date for construction: month / year 03 / 2018 Completion: 08 / 2020

Does any portion of the proposal cross or abut an adjoining municipal line? ☐ Yes ☒ No

Does this development require extension of public services? ☐ Yes ☒ No

Roads: _____ Storm Drainage: _____ Sidewalks: _____ Sewer Lines: _____ Other: _____

Estimated cost for infrastructure improvements: \$ N/A

Water Supply: Private Well: ☐ Public Water Supply: ☒

Sewerage Disposal: Private SSWD: ☐ Public Sewer: ☒

Estimated sewerage disposal gallons per day: (8,500 gal / day)

Does the building require plan review by the State Fire Marshal Office? ☒ Yes ☐ No
(Attach Barrier free and Construction Permits from SFMO)

Have the plans been reviewed & approved by the Caribou Fire Chief? ☒ Yes ☐ No

Does the building have an automatic sprinkler system? ☒ Yes ☐ No

Does the building have an automatic fire detection system? ☒ Yes ☐ No

Will the development require a hydrant or dry hydrant fire pond? ☐ Yes ☒ No

Concept Plan Review Criterion

The Planning Board shall review applications first as a Concept Plan. Concept Plan Review is intended to insure the proposed plan is in conformance with the Caribou Comprehensive Plan and all City Ordinances. The completed application and concept plans shall be delivered to the Code Enforcement Office no less than 21 days prior to the first day of the next month. The

Chairman of the Planning Board shall determine the schedule and agenda of the next meeting when the application and plans will receive Concept Plan Review. At a minimum, Concept Plan applications shall include the following:

1. X Name and address of the owner of record and applicant (if different).
2. X Name of the proposed development and location.
3. X Names and addresses of all property owners within 500 feet of the property.
4. X A copy of the deed to the property, option to purchase the property, or other documentation to demonstrate right, title, or interest in the property on the part of the applicant.
5. X Names and addresses of all consultants working on the project.
6. X 1 complete set of plans, 24" X 36" & 10 complete sets of plans, 11" X 17"
Plans to be included:
 - Boundary Survey
 - Storm Water Management
 - Erosion and Sediment Control
 - Finish Grading Plan
 - Site Improvement Detail
 - Building Elevations and Structural Plans

7. **Plans to show the following elements for review:**

- X a. Graphic scale and north arrow.
- X b. Location and dimensions of any existing or proposed easements and copies of existing covenants or deed restrictions.
- X c. Name, registration number, and seal of the land surveyor, architect, engineer, and/or similar professional who prepared the Plan.
- X d. All property boundaries, land area, and zoning designations of the site, regardless of whether all or part is being developed at this time.
- X e. Size, shape, and location of existing and proposed buildings on the site including dimensions of the buildings and setbacks from property lines.
- X f. Access for Emergency Vehicles, location and layout design of vehicular parking, circulation areas, loading areas, and walkways including curb cuts, driveways, parking space and vehicle turn around areas.
- X g. Location and names of streets and rights-of-way within 200' and adjacent to the proposed development.
- X h. Proposed finish grades and graphic arrows indicating the direction of storm water runoff.
- X i. Conceptual treatment of on and off site storm water management facilities.
- X j. Location and sizes of existing and proposed sewer and water services including connections.
- X k. Conceptual treatment of landscaping buffers, screens, and plantings.

- X l. Location of outdoor storage areas, fences, signage and accessory structures.
- X m. Context map illustrating the area surrounding the site which will be affected by the proposal including all streets, sidewalks, intersections, storm water drainage ways, sanitary sewer lines and pump stations, nearby properties and buildings, zoning Districts, and geographic features such as, but not limited to, wetlands, natural features, historic sites, flood plains, significant scenic areas, and significant wildlife habitats as provided in the Comprehensive Plan.
- X n. All proposed signage and exterior lighting including the location, size and wording of all signs, type of exterior lights, radius of light, manufacturer's specifications sheet, and the ground level intensity in foot- candles of all exterior lights.

Final Site Design Plan Requirements

Following approval of the Concept Plan Review, the Planning Board may by majority vote schedule the Site Design Application for Final Plan Review. Final Plan Review must be at least 30 days following Concept Plan Approval. If additional information is required by the Planning Board following the Concept Plan Review, a complete set of revised plans shall be provided for final review and approval. If additional information or a change of information is required, the revised plans shall be delivered to the Code Enforcement Office at least 21 days prior to the next scheduled meeting.

Final Site Design Plan Review shall require three (3) 24" X 36" sets of plans for Board Signatures.

If the Planning Board determines that third party review will be necessary to make a sound decision, the applicant will be responsible for any fees incurred for the third party review.

During the Final Site Design Review the Chairman or designee shall determine that all of the elements of review 7-a., through 7-n. above have been addressed. The chair may then call for a motion.

If the Final Plan is approved by the Planning Board, no work may commence for a period of 30 days following the date of approval.

Final Site Design Plans shall provide an area designated for all seven Planning Board members signatures.

Applicant Signature:

To the best of my knowledge, all of the information submitted in this application is true and correct.

Signature of Applicant: _____ Date: November 9, 2017
 AGENT Darrin B. Stairs, PE - Stantec

Final Site Design Review Criteria by Planning Board

Date: _____		<u>Yes</u>	<u>No</u>	<u>N/A</u>
A.	Conformance with Comprehensive Plan	_____	_____	_____
B.	Traffic	_____	_____	_____
C.	Site Access	_____	_____	_____
D.	Parking & Vehicle Circulation	_____	_____	_____
		<u>Yes</u>	<u>No</u>	<u>N/A</u>
E.	Pedestrian Circulation	_____	_____	_____
F.	Site Conditions	_____	_____	_____
G.	Open Space	_____	_____	_____
H.	Sanitary Sewage	_____	_____	_____
I.	Water	_____	_____	_____
J.	Emergency Vehicle Access	_____	_____	_____
K.	Waste Disposal	_____	_____	_____
L.	Buffering	_____	_____	_____
M.	Natural Areas	_____	_____	_____
N.	Exterior Lighting	_____	_____	_____
O.	Stormwater Management	_____	_____	_____
P.	Erosion & Sediment Control	_____	_____	_____
Q.	Buildings	_____	_____	_____
R.	Existing Landscaping	_____	_____	_____
S.	Infrastructure	_____	_____	_____
T.	Advertising Features	_____	_____	_____
U.	Design Relationship to Site	_____	_____	_____
	& Surrounding Properties	_____	_____	_____

V.	Scenic Vistas & Areas	_____	_____	_____
W.	Utilities	_____	_____	_____
X.	Mineral Exploration	_____	_____	_____
Y.	General Requirements (Pg. 859)	_____	_____	_____
Z.	Phosphorus Export	_____	_____	_____

**City of Caribou, Maine
Planning Board**

Site Design Review for: _____

Address: _____

On _____ (date) the members of the Caribou Planning Board met to consider the application for Site Design Review on the property referenced above.

The application was: **Denied** / **Approved** / **Approved with conditions**

Approved by the Caribou Planning Board

Signed: _____ Chairman of the Planning Board

Date: ____ / ____ / ____

Conditions of Approval:

ATTACHMENT B

PROJECT DESCRIPTION

(Section 1 from MeDEP Site Location of Development Application)

SECTION 1

DEVELOPMENT DESCRIPTION

1.0 Project Overview

Eastern Aroostook RSU #39 is proposing to construct a new school to accommodate 700-750 students in grades Pre K-8. The project will include the redevelopment of eight parcels and a discontinued public right-of-way. The parcels and the right-of-way have a total area of 30.77 acres (see table of current and proposed parcel owners are listed in Section 2). The parcels will be redeveloped with a new combined Pre K-8 school, a new biomass boiler building, and the relocated Teague Park, as well as associated site development including utilities, parking, walkways, landscaping, soft and hard play areas, and athletic facilities. This new school will consolidate three existing schools: Teague Park Elementary, Hilltop Elementary, and Caribou Middle School. The Teague Park Elementary School and Caribou Middle School currently occupy the site. The total developed area of for the project is approximately 25.28 acres.

All three schools that are to be consolidated went through an analysis in 2015 to compare new-versus-renovation. Historically schools are built with a 40-year life expectancy, which means the major infrastructure systems are expected to last approximately 40 years before needing replacement. The three buildings included in the assessment are 89 years old (Middle School), 65 years old (Teague Park Elementary), and 55 years old (Hilltop Elementary), well past the 40-year life cycle mark for commercial buildings. The three schools were found to be poor candidates for major renovation due to their ages, type of construction, and the amount of investment that would be required to bring the buildings up to current energy, building, and utility codes. In addition, all the existing buildings have above average yearly operation and maintenance costs. Energy efficiency was evaluated at the three existing schools, and it was calculated that building a new school would result in annual energy savings of \$72,000.

From 2015 to 2016 a site selection process was undertaken to consider a site for a new consolidated school. Ten sites were originally considered, and after initial review, six sites were further analyzed. A selection matrix that included 29 objective suitability criteria was used to numerically rank the remaining sites and from this a preferred site option was determined. The selected site was then studied in further detail to determine its feasibility for use in the proposed project. The detailed review included review of the previous uses of the property to identify potential environmental hazards, examination of natural resources data and the associated regulatory implications, site topography, surficial soils data, utilities infrastructure, site zoning and traffic patterns. A number of site test fits were developed using the base information gained from the site investigations. These were used to test the feasibility of new construction against renovation of existing school facilities. A preferred site test fit was selected through discussion with the Building Committee and a preliminary estimated site development cost

was developed using this layout. Public involvement in the selection process was achieved through a number of public meetings scheduled throughout the process. These included an initial meeting and three community meetings.

The site selection study concluded that the Teague School site ranked the highest, and these findings were summarized in a Site Selection Application made to the State of Maine Department of Education in August of 2016. The State approved the project in December 2016. A referendum on the proposed project was voted on by the three communities that make up the school district in February of 2017. Voters were asked two questions: (1) If they supported the concept plan for the majority state-funded new school, and (2) if they supported an additional local contribution for an additional gym and enlarged music room. Both referendum measures passed as evidenced in Attachment D in Section 3.

The selected school site is comprised of multiple City and RSU owned parcels. They include the site of the current Teague Park Elementary School, the Caribou Middle School, Teague Park, and the "Learning Center", which is an adult education facility managed by the Parks and Recreation Department. The schools and the Learning Center will be demolished for the construction of the new school, and Teague Park will be relocated to the property formerly occupied by the Learning Center, making way for the new school building, parking, and related support facilities.

1.1 Existing Site Conditions

The Teague School site is located centrally in Caribou and is well established in the social context of the community as the current location of the Teague Park Elementary and Caribou Middle Schools. Various figures depicting the project site follow at the end of this section for reference. The site benefits from good access and is well served by utility and transportation infrastructure. The RSU #39 Bus Depot is immediately to the west of the site, on the opposite side of Glenn Street. Beyond this to the west is a well-established residential community that extends westward from Elmwood Avenue. There is further residential development abutting the site at the south end of Glenn Street and extending along the southern boundary of the Middle School property. Bennett Drive forms the eastern boundary of the site. There are residential properties at the south end of this street, adjacent to the Middle School site. Further north, past Park Street there is a gas station, followed by the two small commercial properties and the City of Caribou Recreation Center, which lies opposite the Teague Park Elementary School site. To the north of the site there is a bank on the west side of Bennett Drive and a second gas station on the east side. This begins the transition into a more heavily developed commercial area of Caribou. A row of residential properties on Glendale Road bound the site to the north of the Learning Center and Administration Building site.

The proposed school site, which is comprised of Tax Lots 82B, 82, 84, 85, 99, and 100, contains moderate topography. Generally, the parcels slope from the northwest to the southeast, from an elevation of 536 ft. on Lot 82B, to an

elevation of 490 ft. on Lot 85. There is a terraced pattern of development across the site. There have been no wetlands or vernal pools identified on the site.

Lot 82B is the site of a former MaineDOT/City of Caribou Public Works yard, and is the site of the municipal pool. There is an active sanitary sewer line bisecting the parcel and a reported force main lateral from the credit union located to the east. The municipal pool area includes a small building and an associated gravel parking area. The pool is approximately 190 feet in length and varies in width from about 60 to 90 feet. The pool has a depth of zero feet and gradually increases to about 7 feet at the eastern extent of the pool. Three cores were obtained from the pool and encountered bituminous pavement, on the order of 3 to 4 inches in thickness. It is believed the entire pool is constructed of bituminous pavement with the exception of the concrete vertical head wall located at the eastern extent of the pool.

Lot 82 is the current location of the Teague Park School. The school is over 65 years old and was built with uninsulated exterior concrete block and brick bearing walls on a concrete floor slab. There are associated paved parking areas, hardscape play areas, landscaping, and playground areas.

Teague Park is located between the existing elementary and middle school buildings on Lot 84. It is comprised of a ballfield, (4) tennis courts, (2) half size basketball courts, and (2) small recreational size field sport areas. The park has a long history in the community having been offered to the City for recreational uses over 100 years ago.

Caribou Middle School is located on Lot 85. It is approximately 90 years old, and was constructed with poured in place floor slabs, wood and brick construction. The school is connected to an adjacent industrial arts annex building, and there is a standalone Quonset hut metal storage building. There are associated parking areas, hardscape play areas, and landscaping.

Lot 99 is currently owned by the City of Caribou and includes a paved access to the Middle School.

Lot 100 is a vacant lot (formerly the "St. Pierre House" that is now owned by the school district).

The proposed Teague Park site is comprised of Lots 83 and 83A. The site generally slopes from the northeast, starting at an elevation of 512 feet, to the southeast at an elevation of 505.

Lot 83A includes the "Learning Center" and associated parking and landscape areas.

Lot 83 includes the "Wellness Center" and the "FMS#5" building currently leased to the Maine Army National Guard.

1.1.1 Soils:

S.W. Cole Engineering Inc. completed a geotechnical investigation for the project which included recommendations for both the school and park sites. It was their determination that the underlying soils consisted of uncontrolled fill, fine sandy silt, glacial till, and a refusal surface of probable bedrock. Depth and thickness of each strata varied throughout the sites with depth to refusal ranging from 4.8-15.5+ feet. Groundwater was generally perched on top of the refusal surface and in certain areas on top of the relatively impervious glacial till layer. Depth to groundwater varied from 4.7-20.5 feet. Design recommendations from S.W. Cole include:

- Spread footing foundations and on-grade floor slabs bearing on properly prepared subgrades appear suitable for the proposed buildings;
- Existing fills must be completely removed and backfilled with compacted granular borrow beneath building footprints;
- Perimeter footings to be underlain with a minimum of 6 inches of crushed stone wrapped in geotextile fabric with a perimeter foundation drain;
- Interior footings to be underlain with undisturbed native soil or compacted granular borrow;
- Imported granular borrow, structural fill, and crushed stone are to be used for fill and backfill. Native soils are not suitable for reuse below buildings, but may be suitable for reuse in landscaped areas;
- The design frost depth to be used is 6.5 feet; and
- The allowable soil bearing pressure for properly prepared subgrades is 3.0 ksf.

1.1.2 Wetlands and Natural Resources:

The project is located on the boundary of two watersheds with most of the site directly tributary to the Aroostook River watershed.

There are no known wetlands, streams, or other identified protected natural resources within the project limits.

1.1.3 Utilities:

Three phase power, telephone, and communications are available to the site on Glenn Street, Bennet Drive, and Park Street.

Public sanitary sewer and water serve the site from Glenn, Park, and Bennett streets. The Caribou Utilities District manages these systems.

Various drainage systems are available in adjacent streets. The Caribou Public Works Department maintain these systems.

1.2 **Proposed Project**

The proposed project will include the construction of an approximately 81,000 SF Pre K-8 public school. Two existing school buildings, the Teague Park Elementary School and Caribou Middle School, will be demolished to build the new school. Additionally, a City Park known as Teague Park will be relocated to a new site across from the new school. One existing building, The Learning Center, will be demolished for construction of the relocated park.

Site improvements for the school include new athletic fields; parking; student and bus drop-off loops; play areas; and landscaping. A new Biomass Boiler Building will be constructed to provide heat for the new school. An existing Service Building at the Caribou Middle School site will be retained and renovated.

Site improvements for the new public park include tennis and basketball courts, athletic fields, walkways, a concession building and play areas. A portion of the existing parking area from the former Learning Center will be retained and expanded for use at the new park.

The development of the school and park sites includes a stormwater management system that will provide water quality treatment and quantity (peak discharge) control in accordance with the Maine Department of Environmental Protection's requirements under the State Stormwater Management Act and Chapter 500/502 Stormwater Management Regulations.

Park Street between Glenn Street and Bennett Drive will be discontinued as part of this project by the City of Caribou. Overhead utilities on Park Street will be removed and relocated. The underground water and sewer systems will remain in Park Street, with easements created to the benefit of the Caribou Utility District.

1.3 **Review of Environmental Impacts**

The primary areas of potential environmental impact that will be reviewed by the MaineDEP include the following:

- **Stormwater Management:**

The project site is required to provide stormwater quantity control (peak rate of discharge) as well as quality control (treatment) in accordance with the Chapter 500/502 Stormwater Management Regulations. The proposed site has been designed with stormwater management facilities to meet the quantity and quality control requirements of the State Stormwater Law.

- **Erosion & Sedimentation Control:**

Applicable regulations require temporary erosion control measures during the construction of the project as well as long-term stabilization measures after construction is complete. An Erosion & Sedimentation Control Plan has been prepared for the project that specifies the sequence of construction,

requirements for temporary & permanent erosion control measures, timing for implementation, maintenance requirements, and requirements for monitoring and filing reports with the regulatory agencies.

1.4 **Construction Schedule**

Construction of the RSU #39 Pre K-8 School will be completed in phases, roughly as shown in the following table. Construction is scheduled to commence after all required permits have been received, which is anticipated to be in the winter/spring of 2018.

Phase		Time Period
1	Central Office (Superintendent's office)	COMPLETED (Started Summer 2017)
2A	Learning Center Abatement & Demolition	March 2018 – May 2018
2B	Teague Park Construction	April 2018 – May 2018
3	Construction of New School & Boiler Plant	April 2018 – January 2020
4	Middle School Abatement, Demolition & Site	January 2020 – August 2020
5	Teague School Abatement, Demolition & Site	January 2020 – August 2020

1.5 **Local, State and Federal Permits**

City of Caribou Site Development Permit – The project will require a Site Development Permit from the Caribou Planning Board. This permit requires the project to be in compliance with the applicable standards as set forth in the City's Land Use Ordinance.

Site Location of Development Act Permit – The project will create more than 3-acres of non-revegetated surface; therefore, a Site Location of Development Act Permit will be required from the Maine Department of Environmental Protection. This permit, which encompasses comprehensive environmental impact review, also requires the project to comply with the stormwater quantity and quality standards of Chapter 500 of the State Stormwater Management Regulations.

Maine Construction General Permit – The project site will disturb more than 1 acre of land area; therefore, a construction permit regulating stormwater runoff will be required from the Maine Department of Environmental Protection.

Traffic Movement Permit – The project will generate more than 200 vehicle trips during the peak hours; therefore, a Traffic Movement Permit was applied for and issued by the Maine Department of Transportation in December of 2016.

Air Emissions Permit – The facility will use wood biomass as a primary heat source which will emit visible emissions associated with the fuel burning equipment; therefore, an Air Emissions License Permit will be required from the Maine Department of Environmental Protection.

Building Permit – This project will require Building Permits from the City of Caribou Code Enforcement Office.

Street Opening Permit – This project will connect to drainage facilities and other utilities within state owned roadways. This work will require a Street Opening Permit from the Maine Department of Transportation.

1.6 Figures, Plates and Drawings

Figures showing the proposed new school and site are appended to this section and include:

Figure No.	Title
1	USGS Location Map
2	Property Tax Map
3	Zoning Map
4	Aerial Photograph
5	FEMA Flood Map
6	USDA – SSURGO Soils Map
7	Sand and Gravel Aquifer Map
8	Surficial Geology Map
9	NWI Wetlands Map

Site Plan Drawings provided in support of the application will include:

SHEET NO.	DESCRIPTION
C1.0	Cover Sheet
C1.1	General Notes and Legend
C2.0	Existing Conditions Plan (Sheet 1 of 3)
C2.1	Existing Conditions Plan (Sheet 1 of 3)
C2.2	Existing Conditions Plan (Sheet 1 of 3)
C2.3	Overall Demolition Plan
C2.4	Phase 2 & 3 Demolition Plan
C2.5	Phase 4 & 5a Demolition Plan
C2.6	Phase 5b & 5c Demolition Plan
C2.7	Overall Geotechnical Plan
C2.8	Overall Phasing Plan
C3.0	Overall Site Layout Plan
C3.1	Phase 2 & 3 Site Layout Plan
C3.2	Phase 4 & 5a Site Layout Plan
C3.3	Phase 5b & 5c Site Layout Plan
C4.0	Overall Grading & Drainage Plan
C4.1	Phase 2 & 3 Grading & Drainage Plan
C4.2	Phase 4 & 5a Grading & Drainage Plan
C4.3	Phase 5b & 5c Grading & Drainage Plan
C5.0	Overall Utility Layout Plan
C5.1	Phase 2 & 3 Utility Layout Plan
C5.2	Phase 4 & 5a Utility Layout Plan
C5.3	Phase 5b & 5c Utility Layout Plan

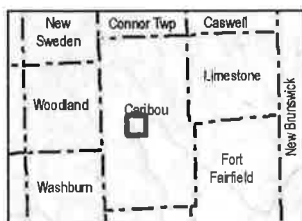
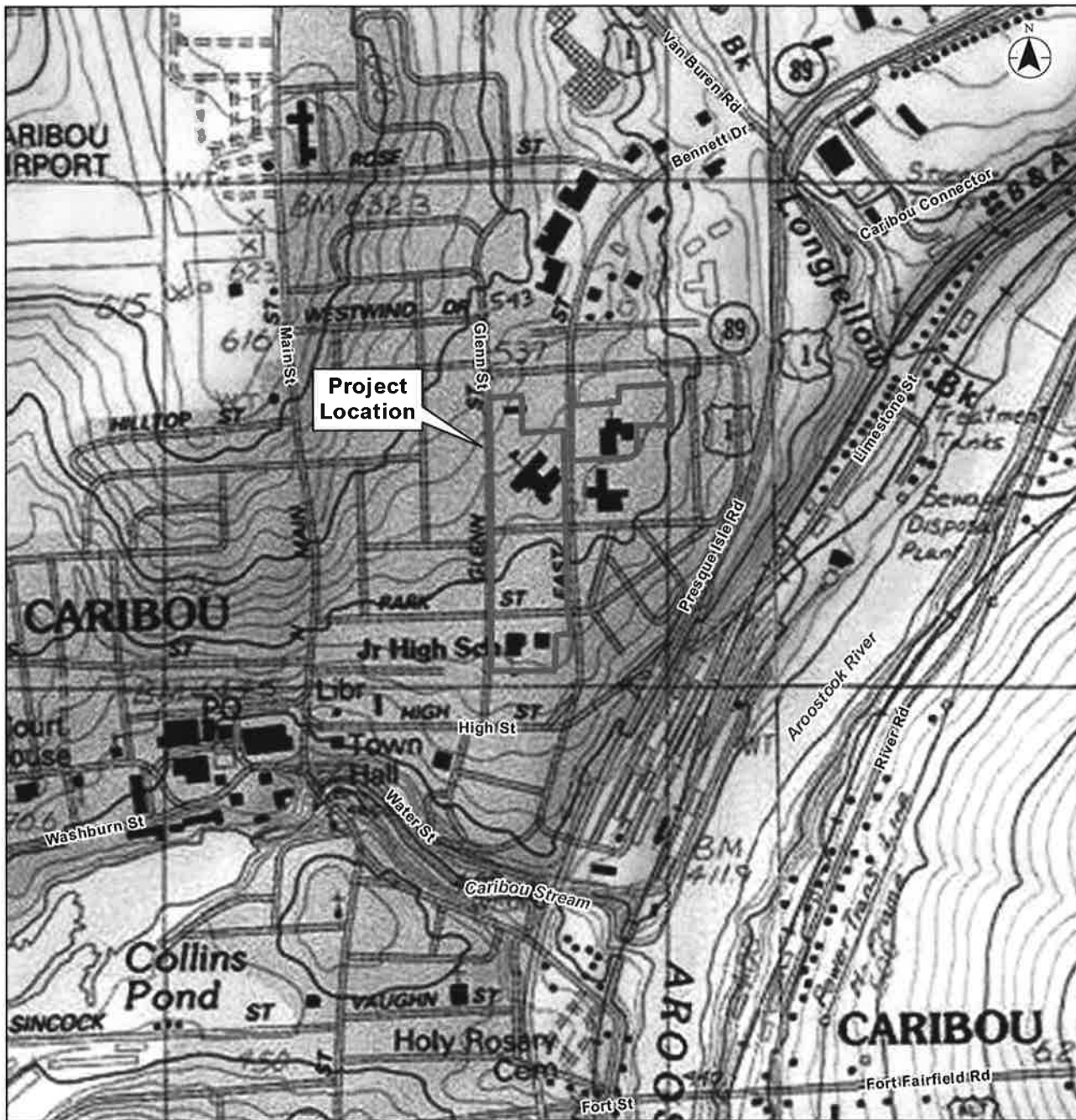
SHEET NO.	DESCRIPTION
C6.0	Overall Erosion & Sedimentation Control Plan
C6.1	Phase 2 & 3 Erosion & Sedimentation Control Plan
C6.2	Phase 4 & 5 Erosion & Sedimentation Control Plan
C6.3*	Erosion & Sedimentation Control Narrative
C6.4*	Erosion & Sedimentation Control Details 1 of 2
C6.5*	Erosion & Sedimentation Control Details 2 of 2
C7.0	Typical Pavement Details
C7.1	Pavement Markings & Traffic Sign Details
C7.2	Curb Details
C7.3	Utility and Drainage Details
C7.4	Electrical, Communications, Grease Trap and Propane Tank Details
C7.5	Water Service and Lead Details
C7.6	Fence & Flag Details
C7.7	ADA Ramp & Guiderail Details
C8.0	Offsite Improvements Plan
C8.1	Offsite Grading, Drainage & Erosion Plan
C10.0*	Water Quality Filter Sections 1 of 2
C10.1*	Water Quality Filter Sections 2 of 2
C11.0*	Pre Development Watershed Plan
C11.1*	Post Development Watershed Plan

* Sheets not included in this submission

Photographs of the site are provided following the figures.

ATTACHMENT A

Figures and Photographs of Project



Legend

-
- Approximate Project Boundary



Project Location
Caribou, Maine

195350074

Prepared by EMK on 2017-09-06

Quality Review by KWH on 2017-09-11

Independent Review by DS on 2017-11-07

Client/Project
PDT Architects
Site Analysis
Carlbou, Maine

Figure No. _____

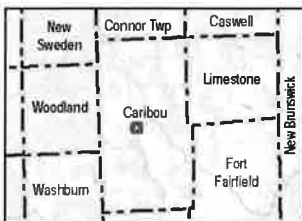
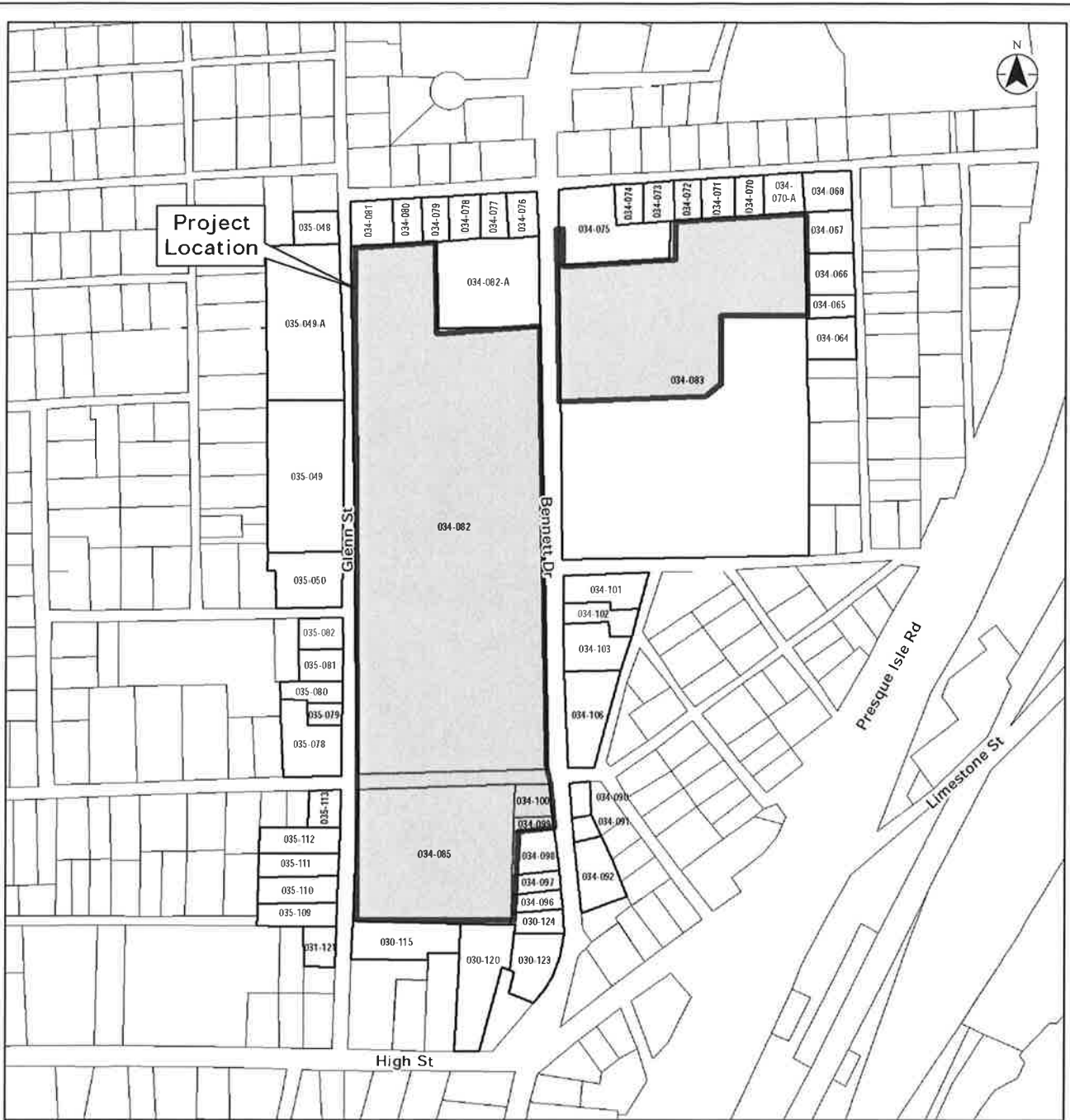
1

USGS Location Map

Notes

- 2) Topographic base map provided by ArcGIS online USA Topographic Map (http://server.arcgisonline.com/arcgis/services/USA_Topo_Maps/MapServer).

Disclaimer: Stantec assumes no responsibility for data supplied in electronic format. The recipient accepts full responsibility for verifying the accuracy and completeness of the data. The recipient releases Stantec, its officers, employees, consultants and agents, from any and all claims arising in any way from the content or provision of the data.



- Legend**
- Approximate Project Boundary
 - Tax Parcel

0 400 Feet
1 inch = 400 feet (At page size of 8.5"x11")



Stantec

Project Location: Caribou, Maine
 Prepared by ENR on 2017-09-06
 Quality Review by EWH on 2017-09-11
 Independent Review by DS on 2017-11-07

Client/Project:
 PDT Architects
 Site Analysis
 Caribou, Maine

Figure No.
 2

Property Tax Map

Notes

1. Coordinate System: NAD 1983 UTM Zone 19N FT
2. Tax Parcels obtained from the Maine Office of GIS (MEGIS) with Map Book - Lot numbers.
3. Aerial imagery provided by ArcGIS Online Bing Maps web mapping service.

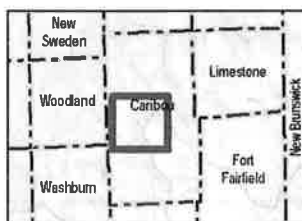
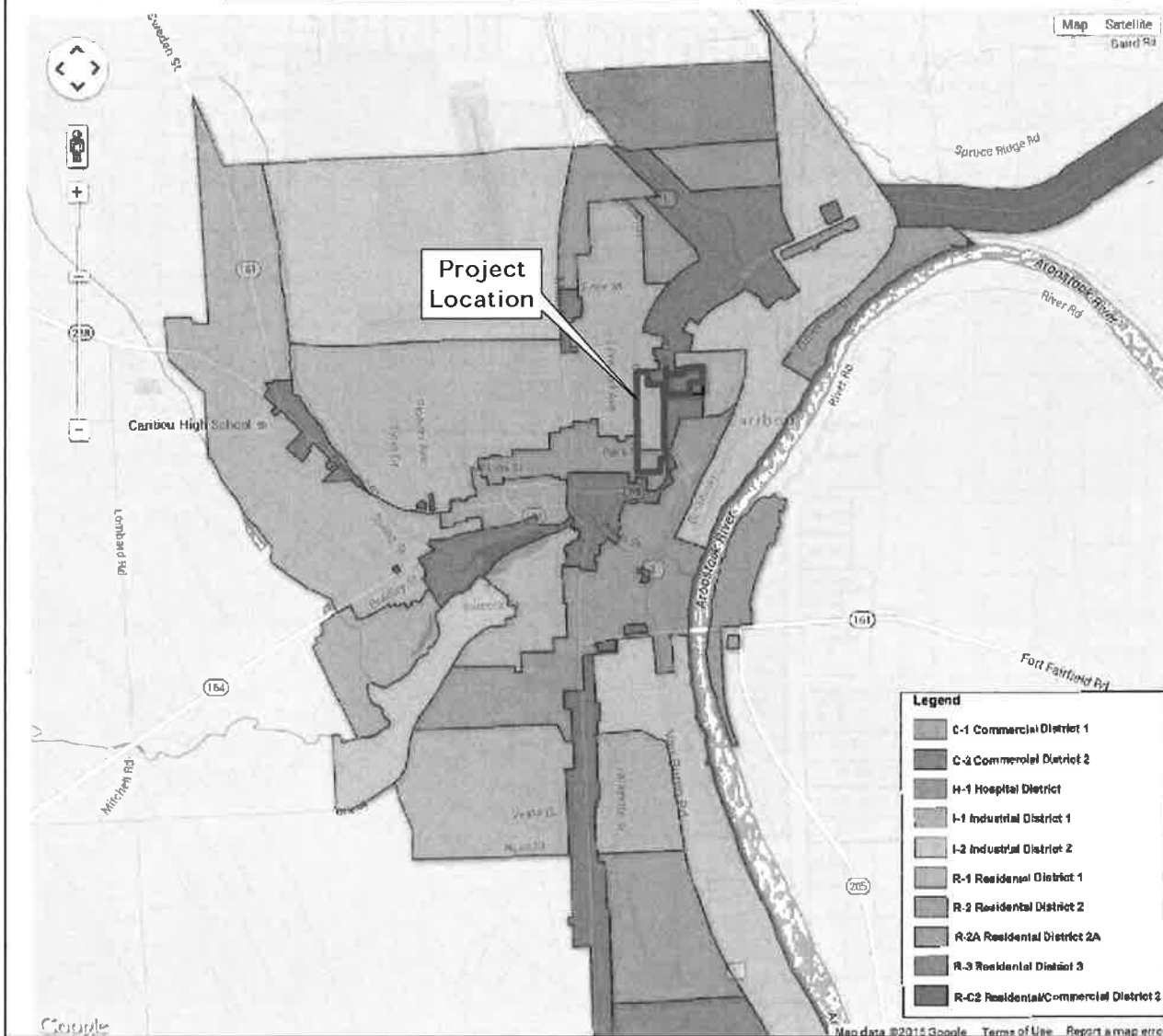
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\\1956\arkives_Task Owner and other Non-IT\1956-jobs\19560074\03_data\enr_cod\gs\Wd\50074_03_Tonring\Modified - Reviewd 2017-11-07 by: bekarmet

Reload Map



Map Satellite

 Approximate Project Boundary

Project Location	195350074
Caribou, Maine	Prepared by FMK on 2017-09-06

Independent Review by DS on 2017-11-07

Client/Project
PDT Architects
Site Analysis
Carlbou, Maine

Figure No. _____

3

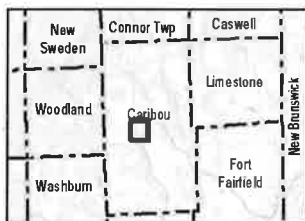
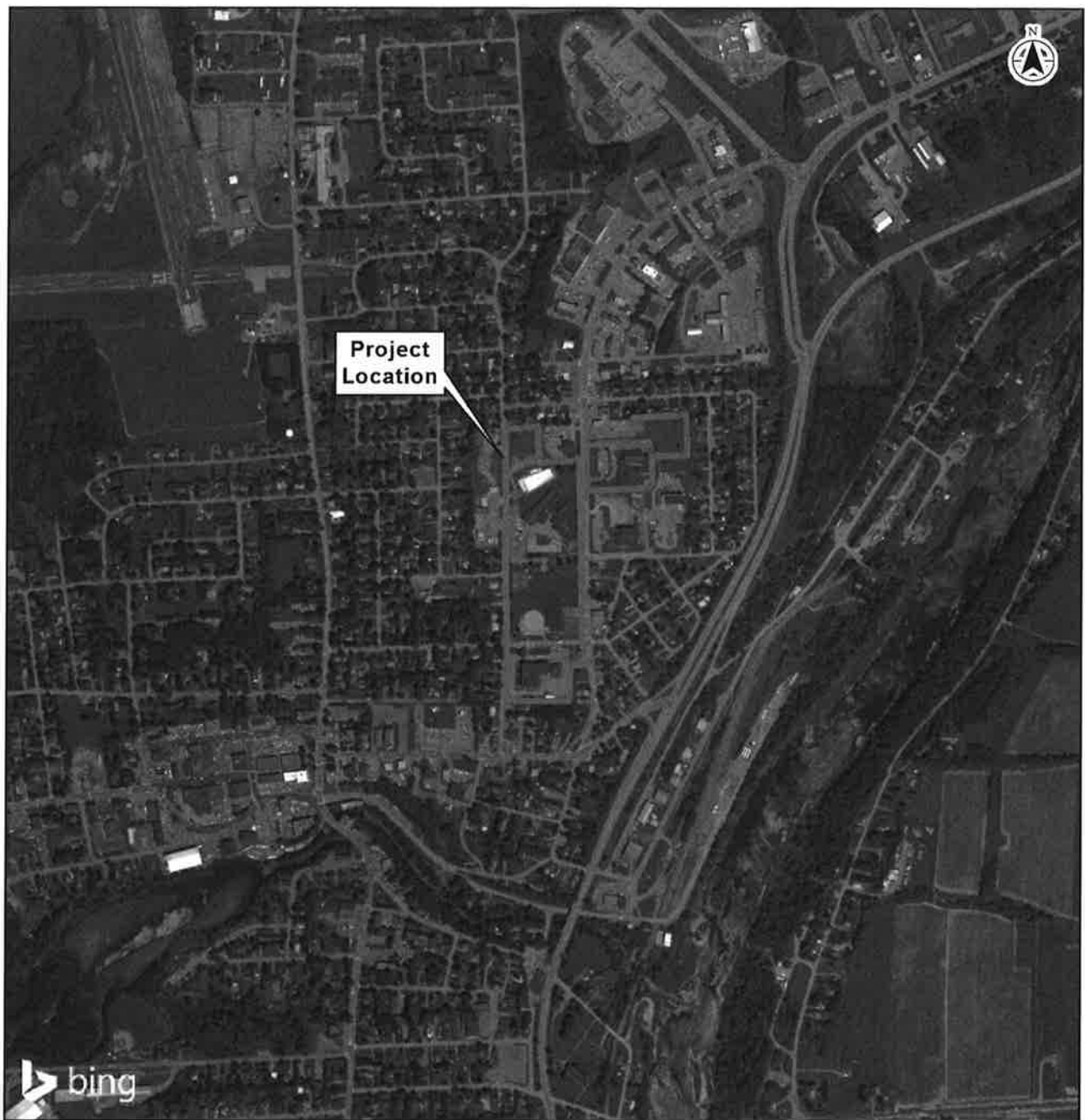
Zoning Map

Notes

1. Coordinate System: NAD 1983 UTM Zone 19N FT
2. Zoning information obtained from the City of Caribou.
(<http://www.cariboumaine.org/index.php/services/gis-mapping>)

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Legend
 Approximate Project Boundary

0 1,000 Feet
1 inch = 1,000 feet (A) page size of 8.5x11"



Project Location 19550074
Caribou, Maine
Prepared by EMK on 2017-09-06
Quality Review by KWH on 2017-09-11
Independent Review by DS on 2017-11-07

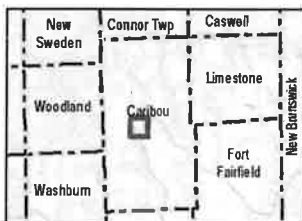
Client/Project
PDT Architects
Site Analysis
Caribou, Maine

Figure No.
4



Title
Aerial Photograph

Notes
1. Coordinate System: NAD 1983 UTM Zone 19N FT
2. Aerial Imagery provided by ArcGIS Online Bing Maps web mapping service.
(<http://www.esri.com/software/arcgis/arcgisonline/bing-maps.html>).

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Legend

-  Approximate Project Boundary
 SSURGO Soil Boundary

Onsite Soils Legend

Soil Symbol	Soils Description	Drainage Class
CgB	Caribou gravelly loam, 2 to 8 percent slopes	Well drained
CoB	Conant silt loam, 2 to 8 percent slopes	Moderately well drained
EaB	Easton and Washburn silt loams, 2 to 8 percent slopes	Poorly drained
Md	Made land	Moderately well drained

Notes

1. Coordinate System: NAD 1983 UTM Zone 19N FT
2. Maine SSURGO soils obtained from Maine Office of GIS (MEGIS)
3. Aerial imagery provided by ArcGIS Online Bing Maps web mapping service, (<http://www.esri.com/software/arcgis/arcgisonline/bing-maps.html>).

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Stantec

Project Location
Caribou, Maine

Caribou, Maine

Client/Project

PDT Architect

Site Analysis

Caribou, N.

Figure No. _____

6

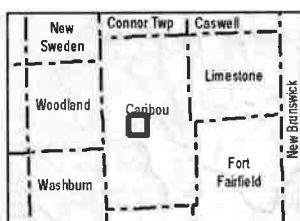
Time

USDA-S9


500000

Prepared by EMK on 2017-09-06
Daily Review by KWH on 2017-09-11
Independent Review by DS on 2017-11-07

USDA-SSURGO Soils Map



Legend

-  Approximate Project Boundary
- Sand and Gravel Aquifer
- Sand & Gravel Aquifer (10-50 gpm)

0 1,000 Feet
 1 inch = 1,000 feet (At page size of 8.5x11")



Project Location: Caribou, Maine
 Prepared by EMK on 2017-09-06
 Quality Review by KWH on 2017-09-11
 Independent Review by DS on 2017-11-07

Client/Project:
 PDT Architects
 Site Analysis
 Caribou, Maine

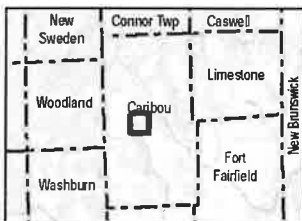
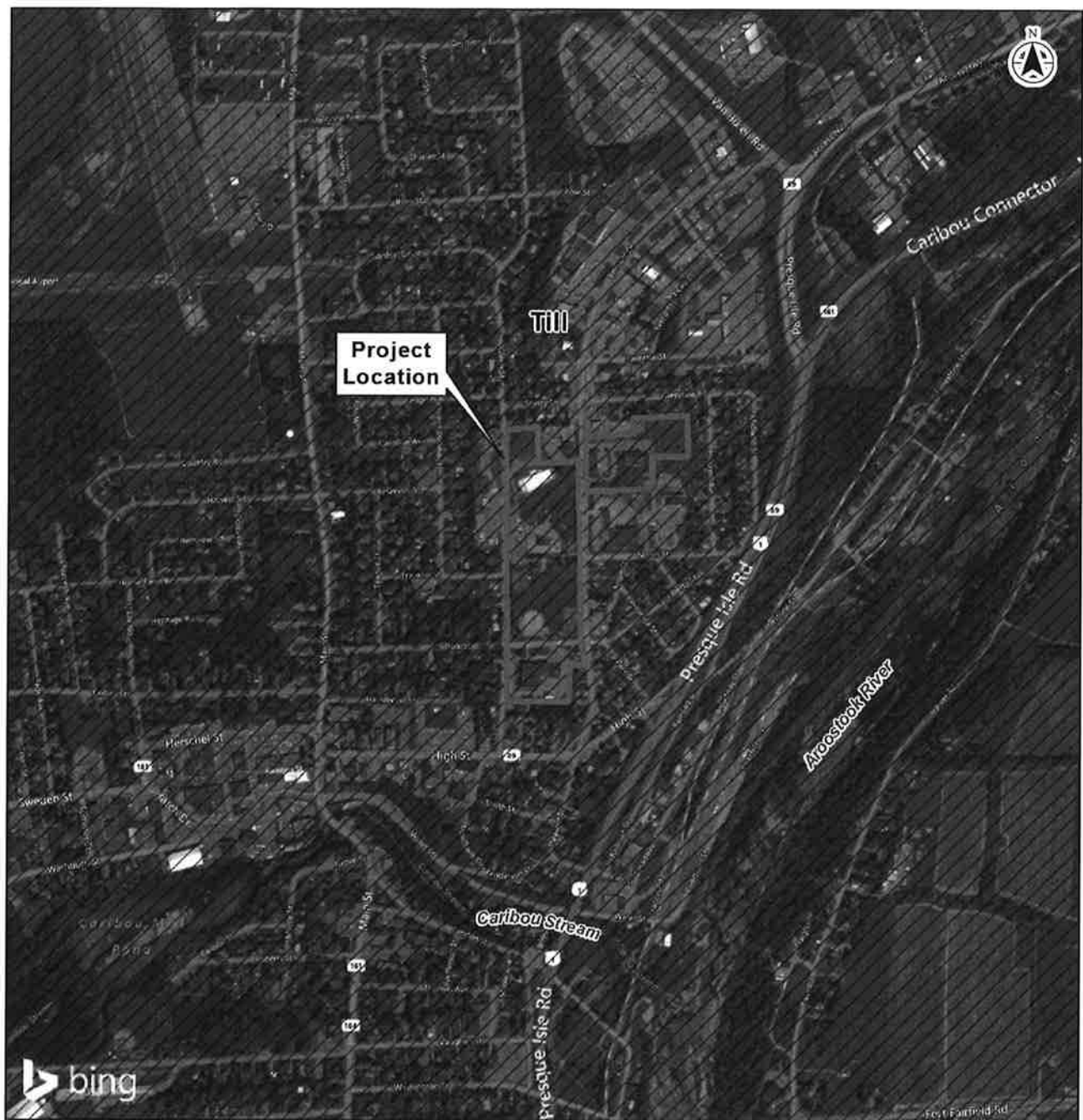
Figure No.
 7

Title
 Sand and Gravel Aquifer Map

Notes

1. Coordinate System: NAD 1983 UTM Zone 19N FT
2. Maine Aquifers layer obtained from Maine Office of GIS (MEGIS)
3. Aerial imagery provided by ArcGIS Online Bing Maps web mapping service, (<http://www.esri.com/software/arcgis/arcgisonline/bing-maps.html>).

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Legend
 Approximate Project Boundary
Surficial Geology
 Till

0 1,000 Feet
 1 inch = 1,000 feet (At page size of 8.5"x11")



Project Location: Caribou, Maine 195350074
 Prepared by EMX on 2017-09-06
 Quality Review by KWH on 2017-09-11
 Independent Review by DS on 2017-11-07

Client/Project:
 PDT Architects
 Site Analysis
 Caribou, Maine

Figure No.
 8

Site
 Surficial Geology Map

Notes
 1. Coordinate System: NAD 1983 UTM Zone 19N FT
 2. Maine surficial geology data obtained from Maine Office of GIS (MEGIS)
 3. Aerial imagery provided by ArcGIS Online Bing Maps web mapping service, (<http://www.esri.com/software/arcgis/arcgisonline/bing-maps.html>).

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Photo Key - Caribou Maine

87 Glenn St



59 Glenn St (Teague Park School)



21 Glenn St (Middle School)



11 Glenn St



86 Glenn St



60 Glenn St



50 Glenn St



48 Glenn St



42 Glenn St



38 Glenn St



36 Glenn St



40 Park Street



26 Glenn St



24 Glenn St



22 Glenn St



18 Glenn St



16 Glenn St



14 Sperry Dr



12 Sperry Dr



8 Sperry Dr



4 Sperry Dr



89 Bennett Drive



75 Bennett Drive (Learning Center)



59 Bennett Drive (Rec Center)



47 Bennett Drive



45 Bennett Drive



43 Bennett Drive



35 Bennett Drive



25 Bennett Drive



82 Bennett Drive



26 Bennett Drive



18 Bennett Drive



16 Bennett Drive



21 Glenn St (Middle School)



59 Glenn St (Teague Park School)



75 Bennett Drive (Learning Center)



ATTACHMENT C

TITLE, RIGHT OR INTEREST

(Section 2 from MeDEP Site Location of Development Application)

SECTION 2

TITLE, RIGHT OR INTEREST

2.0 Overview

The proposed new Pre K-8 School will be located upon property comprised of 6 parcels and Park Street (a public street to be discontinued). The following is a list of the parcels, current owner, current use, proposed future owner for the new Pre K-8 School facilities:

Tax Map/Lot	Owner	Current Use	Future Owner	Parcel Area
34/82B	RSU 39	Municipal Pool	RSU 39	129,525 SF (2.973 Ac)
34 / 82	RSU 39	Teague Park School	RSU 39	199,019 SF (4.569 Ac)
34 / 84	City of Caribou	Teague Park	RSU 39	285,231 SF (6.548 Ac)
34 / 85	RSU 39	Caribou Middle School	RSU 39	142,239 SF (3.265 Ac)
34 / 100	RSU 39	Vacant	RSU 39	6,667 SF (0.153 Ac)
34 / 99	RSU 39	Vacant	RSU 39	3,613 SF (0.083 Ac)
Park Street	City of Caribou	Public Street	RSU 39	24,007 SF (0.551 Ac)
Total				790,301 SF (18.143 Ac)

The proposed new Teague Park City Park and Recreation Center will be located on property comprised of 2 parcels. The following is a list of the parcels, current owner, current use, proposed future owner for the new Teague Park facilities:

Tax Map/Lot	Owner	Current Use	Future Owner	Parcel Area
34 / 83A	RSU 39	Learning Center	City of Caribou	229,098 SF (5.259 Ac)
34 / 83*	City of Caribou	Wellness Center/ Army National Guard	City of Caribou	319,897 SF (7.344 Ac) **
Total				548,995 SF (12.603 Ac)

* The Deed for the parcel at Tax Map 34, Lot 83 was recorded in the Aroostook County Registry of Deeds in 1940 and electronic copies are only available starting in 1960 so no copy is provided in this submission. The Deed is from the Aroostook Trust Company to Inhabitants of the Town of Caribou recorded in Book 486, Page 111 dated April 1, 1940.

** The area of Tax Map 34, Lot 83 that will be redeveloped for the new Teague Park is 78,443 SF (1.801 acres). The remainder will continue in its current use for the Wellness Center and the Army National Guard.

2.1 Deeds and Boundary Survey

A copy of the Option and Real Estate Transfer Agreements for the parcels listed above that are transferring ownership and Deeds for the parcels that are not transferring ownership are enclosed as Attachment A. The plans for the most recent Boundary & Topographic Survey conducted by Plisga & Day Land Surveyors are included in the plan set included with this submission. The Teague Park property has been approved for conversion by the United States Department of Interior. A copy of this letter is included in Attachment B.

2.2 Attachments

Attachment A – Option and Real Estate Transfer Agreements & Quitclaim Deeds

Attachment B – US Department of Interior Letter of Conversion

ATTACHMENT A

**Option and Real Estate Transfer Agreements
And Quitclaim Deeds**

OPTION AGREEMENT

OPTION granted this April 27, 2016, by **GREGORY H.P. ST. PIERRE**, an individual whose mailing address is 26 Bennett Drive, Caribou, ME 04736-1840 (hereinafter called "Optionor"), to **EASTERN AROOSTOOK REGIONAL SCHOOL UNIT 39**, a school administrative unit organized under the laws of the State of Maine whose mailing address is c/o Office of the Superintendent, 75 Bennett Drive, Suite 3, Caribou, ME 04736 (hereinafter called "School").

1. **Grant.** Optionor hereby grants to School the exclusive right and Option to purchase the Premises situated in the City of Caribou, Aroostook County, Maine, which Premises consists of approximately 0.15 acres of land, being the Premises conveyed to Gregory H.P. St. Pierre and Natalie L. St. Pierre by deed dated April 15, 2005 and recorded in the Aroostook County Registry of Deeds, Book 4129, Page 134, together with the buildings and improvements thereon, and together with all right, title, and interest in and to a drive or way as described in said deed (the "Premises"). Reference is made to an Abstract of Divorce Decree recorded in said Registry of Deeds, Book 4580, Page 2. Optionor warrants that Optionor has good title to the Premises and full right and authority to enter into this Option and convey the Premises on the terms hereof.

2. **Option Price and Purchase Price.** Within thirty (30) days from the date of this Agreement, School shall pay Optionor the Option Price in the amount of One Thousand Dollars (\$1,000.00). The Purchase Price, upon exercise of this Option, shall be the greater of (a) Fifty-Nine Thousand Dollars (\$59,000.00) and (b) the average of at least two independent professional appraisals obtained by RSU 39 in accordance with requirements of the Maine Construction Rules for state subsidized school construction projects. The Purchase price shall be payable at closing. The Option Price shall be credited towards the Purchase Price in the event School exercises this Option.

3. **Term.** The term of this Option shall commence on the Effective Date and end at 11:59 p.m. on July 1, 2017. School may exercise this Option by notice delivered on or before the expiration of the term of this Option, in the manner described below.

4. **Right of Extension.** School shall have the right to extend the Option term for an additional six (6) months by notice in the manner provided for exercise.

5. **Notice of Exercise.** This Option may be exercised by School giving written notice to Optionor by email, U. S. mail, fax, or overnight delivery service prior to the expiration of the Option term, or as applicable, Option extension term, at the address of Optionor set forth above.

6. **Closing.** Closing shall occur at a date, time, and location reasonably specified by School. Title to the Premises shall be conveyed by warranty deed, conveying good and marketable title to the Premises free from all encumbrances and claims of others. Real estate taxes shall be pro-rated. Optionor shall execute and deliver

an affidavit at closing that there are no parties in possession of the Premises and no person entitled to a statutory lien on the Premises. Prior to closing, if School notifies Optionor of a title defect, Optionor shall have 30 days to remove such defect in title, or such greater period that School may in writing permit.

7. **Default.** In the event of default by Optionor, School shall be entitled to all remedies at law or in equity, including specific performance. In the event School exercises this Option and fails to close for reasons not attributable to default by Optionor, Optionor shall, as Optionor's sole remedy, be entitled to retain the Option Price as liquidated damages without further recourse.

8. **Failure to Exercise.** If School fails to exercise this Option, any payments made under this Option Agreement shall be retained by Optionor, and neither party shall have any further rights or claims against the other.

9. **Inspections.** Optionor shall have reasonable access to the Premises to conduct such surveys, tests, and inspections as it may deem necessary during the Option term or after exercise of the Option. Optionor shall provide reasonable notice to Optionor, shall enter at its sole risk and shall restore the Premises substantially to its prior condition.

10. **Successors and Assigns.** This Agreement is binding upon and shall inure to the benefit of the parties hereto and their personal representatives, heirs, successors and assigns.

11. **Authority.** The parties represent and warrant to the other party that they have the full right and authority to enter into this Agreement.

12. **Costs.** In any action to enforce the terms of this Agreement, or rights otherwise arising under this Agreement, the prevailing party shall be entitled to recover its costs, including reasonable court costs and attorney fees.

13. **Counterparts.** This Agreement may be executed in any number of counterparts and by the several parties hereto in separate counterparts, each of which shall be deemed to be an original and all of which together shall be deemed to be one and the same instrument.

[signature page follows]

IN WITNESS WHEREOF, the undersigned have executed this Option Agreement as of the day and year first above stated.

WITNESS:

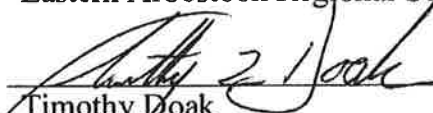


Gregory H. P. St. Pierre


"Optionor"

Eastern Aroostook Regional School Unit 39



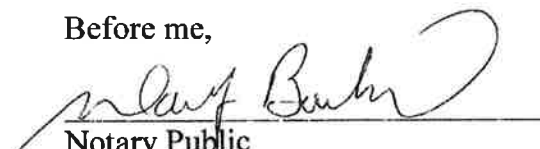

Timothy Doak
Superintendent of Schools

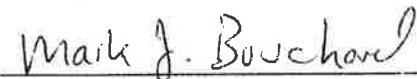
STATE OF MAINE
AROOSTOOK, SS.

April 27, 2016

Personally appeared before me the above-named Gregory H. St. Pierre, and acknowledged the foregoing instrument to be his free act and deed.

Before me,


Notary Public


Mark J. Bouchard

Type or Print Name

My Commission Expires: 3-8-2019

MARK J. BOUCHARD
NOTARY PUBLIC, MAINE
MY COMMISSION EXPIRES MARCH 8, 2019

Received
AROOSTOOK SS
MELISSA L. RICHARDSON, REGISTRAR

OPTION AND REAL ESTATE TRANSFER AGREEMENT

This Option and Real Estate Transfer Agreement by and among **REGIONAL SCHOOL UNIT NO. 39**, a Maine school administrative unit with a mailing address at c/o Office of the Superintendent, 75 Bennett Drive, Suite 3, Caribou, ME 04736 ("RSU 39"), the **CITY OF CARIBOU**, a Maine municipal corporation with a mailing address at c/o City Manager, 25 High Street, Caribou, ME 04736 (the "City"), and **ASSISTED LIVING OF CARIBOU, LLC**, a limited liability company with a mailing address of c/o Richard Solman P.O. Box 665, Caribou, ME 04736 (the "Developer").

WHEREAS, the State of Maine Department of Education ("DOE") has placed RSU 39 on the State Priority List for purposes of providing State education subsidy to RSU 39 for qualifying debt service costs of an elementary school project (the "New School Project"); and

WHEREAS, RSU 39, in consultation with DOE, has identified a potential site within the City for the New School Project, consisting of property currently owned by RSU 39, property owned by the City, and a portion of a public road within the City; and

WHEREAS, to receive Site Approval of the New School Project from the Maine State Board of Education (the "State Board"), RSU 39 must acquire right, title, and interest in and to the proposed site of the New School Project; and

WHEREAS, some of the City land and the RSU 39 land comprising the proposed site of the New School Project is subject to certain federal grant development restrictions that require parks to be maintained on that land unless comparable land is converted to park use pursuant to federal regulation (the "6(f) Conversion"); and

WHEREAS, the School has identified sites, currently owned by RSU 39 or by the Developer, which may be used for the 6(f) Conversion and which the City desires to be used for City park purposes subject to that federal restriction; and

WHEREAS, the 6(f) Conversion to the identified sites requires demolition of an existing building and certain park enhancements; and

WHEREAS, RSU 39 prefers the New School Project to be situated in the City; and

WHEREAS, the City desires that certain RSU 39 school property, formerly owned by the City and that will no longer be needed for school purposes once RSU 39 constructs the New School Project, be transferred to the City for economic development purposes and City recreational purposes; and

WHEREAS, the Developer seeks a suitable site for the development of a senior housing project;

NOW THEREFORE, the undersigned agree as follows:

1. **City Grant of Option and Condition of Exercise.** For \$1.00 and other good and valuable consideration, City hereby grants to RSU 39 the exclusive right and Option to purchase certain real estate and real estate interests situated in the City of Caribou, Aroostook County, Maine, consisting of the following parcels of land, together with any buildings and improvements thereon (collectively, the "City's Recreational Property"):

a. The Teague Park property, so-called (City Tax Map 34, Lot 84), shown on **Schedule A**, attached hereto, and as more particularly described in the following deeds and proceedings:

1. Warranty Deed from Anne E. Teague and Dana L. Teague to Inhabitants of the Town of Caribou dated July 1, 1897 and recorded in the Aroostook County Registry of Deeds in Book 163, Page 352;

2. Deed from Aroostook Trust Company to Inhabitants of the Town of Caribou dated April 1, 1940 and recorded in the Aroostook County Registry of Deeds in Book 486, Page 111; and

3. Discontinuance proceedings by the City of Caribou of that section of North Street between Bennett Drive and Glenn Street as a public way.

b. The Public Pool property, so-called (City Tax Map 34, Lot 82B), shown on **Schedule B**, attached hereto, as more particularly described in the following deed: Quitclaim with Covenant from Aroostook Trust Company to Inhabitants of the Town of Caribou dated April 1, 1940 and recorded in the Aroostook County Registry of Deeds in Book 486, Page 111.

For similar consideration, the City's grant of option rights to RSU 39 hereunder also includes the exclusive right and Option for RSU 39 to purchase the City's reversionary rights excepted in a Municipal Quitclaim Deed from the Inhabitants of the Municipality of Caribou to RSU 39 by deed dated March 26, 2012 and recorded in said Registry, Book 5039, Page 332.

It is a condition of the RSU 39's exercise of its option under this Agreement that the voters of RSU 39 approve at referendum the construction financing of a school construction project at the proposed site of the New School Project in accordance with this Agreement.

2. **City Discontinuance and Release of Park Street.** Upon RSU 39's exercise of its option to purchase the City's Recreational Property, the City shall immediately proceed with and diligently prosecute to completion the discontinuance of Park Street between Bennett Drive and Glenn Street, as shown on **Schedule C**, and at the closing, or as soon thereafter as its discontinuance proceeding is complete, the City shall release to RSU 39 by quitclaim deed all right, title and interest in and to that discontinued portion of Park Street. RSU 39 intends to secure an option agreement on premises of a private owner at the southwest corner of Bennett Drive and Park Avenue. If that option is not secured or exercised, however, RSU 39 will be responsible for that owner's damages, if any, for the discontinuance pursuant to applicable statute.

3. **Teague Park; Cooperation with Park Relocation.** The parties recognize that a portion of the City's Recreational Property, known as "Teague Park," as well as a portion of RSU39's Teague Park School may be subject to certain rights and interests of the Maine Attorney General's office and to certain grant restrictions of the federal government. The parties agree to fully cooperate for RSU 39 to clear title of these rights, interests, and grant restrictions to the reasonable satisfaction of RSU 39 or RSU 39's title insurance company for the New School Project, such that title to the site of the New School Project is good and marketable with respect to these matters, or at RSU 39's election, such that RSU 39's title insurer will insure against actual loss of title by virtue of such matters. Without limitation of the foregoing, this cooperation shall include cooperation with RSU 39 obtaining a "no action" or similar letter from the Maine Attorney General and obtaining National Park Service approval of the terms and conditions of a section 6(f) boundary conversion.

The section 6(f) boundary conversion shall occur as follows:

Location of existing 6(f) boundary: Teague Park property (6.59 acreage and est. land value of \$141,026), and the RSU 39 Teague Park School property (1.31 acres and est. land value of \$45,860).

Location of new 6(f) boundary: the Learning Center property (5.98 acres and est. land value of \$149,250), the Sincock School property (1.17 acres and est. land value of \$30,000), and the Soderberg Property adjoining Sincock School (0.66 acres and est. land value of \$23,000).

RSU 39, through its design team, is responsible to secure the boundary conversion in accordance with federal regulations, including approvals of all applicable federal and/or state government. The City agrees to serve as the project sponsor for that purpose and to execute and deliver such applications and other materials prepared by RSU 39's design team to secure the boundary conversion. RSU 39 is responsible for the improvements required by the federal government at the Learning Center property for approval of the boundary conversion, in addition to RSU 39's obligations under Section 4 of this Agreement. The Developer is responsible for the conveyance and for the demolition and site work described in Section 5 of this Agreement at the Sincock School property and

adjoining 0.66 acres, and the City is otherwise responsible for improvements to repurpose that site as a dog park and picnic area in accordance with requirements of the federal government for approval of the boundary conversion. The parties' respective obligations as described above for the boundary conversion and the boundary conversion improvements shall survive the closing.

4. **RSU 39 Real Estate Conveyances and Improvements in Exchange for the City's Recreational Property.** As part of the New School Project, if RSU 39 exercises its option under this Agreement, RSU 39 for \$1.00 and other good and valuable consideration agrees as follows:

A. First, RSU 39 shall convey the following real estate to City (collectively, the "Former School Property"):

- i. The Learning Center property, so-called (City Tax Map 34, Lot 83A), shown on **Schedule D**, attached hereto.
- ii. The Sincock School property, so called (City Tax Map 28, Lot 148), shown on **Schedule E**, attached hereto.
- iii. The Hilltop School Property, so-called (City Tax Map 26, Lot 78), shown on **Schedule F**, attached hereto.

The said Learning Center property, Sincock School property, and Hilltop School property all being lots with improvements thereon that are more particularly described in a Municipal Quitclaim Deed from Inhabitants of the Municipality of Caribou to Regional School Unit No. 39, dated March 26, 2012 and recorded in the Aroostook County Registry of Deeds in Book 5039, Page 332.

B. Second, to replace certain existing City park and recreational facilities on the City's Recreational Property conveyed to RSU 39 with new but otherwise comparable facilities, RSU 39 shall construct:

- i. Four (4) new replacement tennis courts;
- ii. Two (2) new replacement basketball courts;
- iii. One (1) new replacement softball field;
- iv. Lighting for items i.-iii. above, including nine (9) pole outlets
- v. One (1) new replacement storage building; and
- vi. One (1) new replacement park building with bathroom and changing rooms, a snack area and a meeting room (collectively, the "Relocated Recreation Facilities").

RSU 39 shall construct the Relocated Recreation Facilities on the City's current Recreation Center property, so-called (City Tax Map 34, Lot 83), and on the adjoining Learning Center property (City Tax Map 34, Lot 83A) to be conveyed pursuant to this Agreement.

During the process of such construction, RSU 39 agrees to cooperate with the City so that additional improvements desired by the City at its cost can be performed at the appropriate stage, which additional improvements may include but are not limited to the following:

- i. The City's proper handling of the Memorial Tress that have been planted over the years;
- ii. The City's removal and proper storage of 25 trees that were planted during the Sesquicentennial;
- iii. The City's relocation of the rock at the corner of Park and Glenn streets;
- iv. The City's removal from the existing park of as much fence fabric as the City deems appropriate
- v. The City's removal from the existing park of as much of the yellow fence topper as the City deems appropriate;
- vi. The City's removal of the existing metal roof material; and
- vii. The City's removal of the blue shade canopy at the pool, all bleachers and player benches.

C. Third, RSU 39 shall demolish the following buildings to allow repurposing of RSU 39 and City real estate through the New School Project:

- i. The RSU 39 Middle School building on the westerly side of Bennett Drive;
- ii. The Teague Elementary School building on the westerly side of Bennett Drive; and
- iii. The Learning Center building on the easterly side of Bennett Drive to be conveyed to City pursuant to this Agreement (collectively, the "Demolition").

The conveyances described in Section 4.A above shall occur at closing on the City's Recreational Property. RSU 39's obligations with respect to the improvements described in Sections 4.B and 4.C above shall survive the closing, and shall be performed by RSU 39's New School Project contractor and subcontractors.

5. **Developer Conveyance and Demolition.** Subject to the exercise by RSU 39 of its option under section 1 of this Agreement, and in consideration of the premises, Developer agrees to convey to City, and City agrees to accept and acquire, good and marketable title to Developer's lot or parcel of land situated in the City of Caribou, Aroostook County, Maine (City Tax Map 28, Lot 149E), shown on **Schedule G**, attached hereto (the "Soderberg Property"). The closing shall occur at the time and place specified for the closings on the City's Recreational Property and the Former School Property. Developer further agrees, subject to Developer's satisfaction with or waiver of

the Feasibility Study Condition described below, immediately after the closing, to promptly undertake and prosecute diligently to completion at Developer's sole expense the demolition of the school building and improvements on the Sincock school property transferred to the City (City Tax Map 28, Lot 148). The developer shall remove and dispose of all construction rubble and materials; regrade; remove stones and glass, add clean fill and add topsoil, all to appropriate depths for children's playground use; prepare the surface, including rototilling; and seed. This obligation shall survive the closing. The work shall be completed within 2 months of the closing, or in the event the closing takes place in the winter months, at such other time reasonably agreed by the parties. If the Feasibility Study Condition is not satisfied and is not waived, RSU 39 shall be responsible at its sole expense for the demolition and site preparation work on the Sincock school property as described in this Section, but may coordinate the timing of that work with its New School project and any time requirements of the National Park Service section 6(f) conversion approval.

6. **Economic Development.** Subject to the exercise by RSU 39 of its option under section 1 of this Agreement, and upon receiving title to the Hilltop School property from RSU 39, the City, in consideration of \$1.00 and other good and valuable consideration, agrees to convey the Hilltop School property (City Tax Map 26, Lot 78) to the Developer for Developer's proposed senior housing project, excepting and reserving to the City approximately 8.5 acres containing the existing ball fields on that site as shown on Schedule H, subject to an ordinance approving the same. The closing shall occur at the time and place specified for the closings on the City's Recreational Property and on RSU 39's Former School Property (including the closing on the Hilltop School property conveyed by RSU 39 to the City).

The City and Developer agree to cooperate for the development of senior housing units at that site, subject, however, to all required land use and zoning approvals that may be applicable. The parties acknowledge that RSU 39 is currently undertaking a report to estimate asbestos mitigation costs and costs of removal of existing underground storage facilities at the Hilltop School Building (Remediation Work). That report is expected within two (2) weeks. The City and the Developer agree to cooperate for the development of the site for Developer's senior housing project to be supported by a tax increment financing district through a credit enhancement agreement to apply a sufficient portion of the new tax revenues generated by that development to the extent available under applicable law such that the Developer is equitably compensated for the costs incurred for the Remediation Work, including costs of financing. This agreement shall survive the closing on the portion of the Hilltop School property conveyed by City to the Developer.

Notwithstanding anything to the contrary in this Section, the Developer shall have 60 days following the State Board's issuance of Site Approval to the site of the New School Project (the "Date of Site Approval") to complete a feasibility study by Developer's architectural team of the Hilltop School building and property for Developer's proposed senior housing project. Developer's satisfaction with that study is a condition of

Developer's obligation to acquire the Hilltop School Building property, and to perform the demolition and site preparation work under the preceding Section of this Agreement (the "Feasibility Study Condition"). If Developer is not reasonably satisfied with the Feasibility Study, taking into consideration any incentives offered by the City, and so notifies the other parties to this Agreement in writing within 60 days of the Date of Site Approval, then Developer shall have no obligation to acquire the Hilltop School Building property, and no obligation to perform the demolition and site preparation work under the preceding Section of this Agreement. Developer shall, however, perform the Developer's other obligations under this Agreement, including conveyance of title to the Soderberg Property. Developer shall be deemed to waive the Feasibility Study Condition, and that condition shall be deemed satisfied, if Developer has not so notified the other parties in writing within 60 days as provided above.

The parties acknowledge that the Rotary Club had originally intended its donation of playground equipment, installed at Hilltop School, for the New School Project. Accordingly, following the conveyance to the City of the Hilltop School Property, the City or the Developer, as applicable, shall permit RSU 39, at its sole risk and expense, to remove that equipment and relocate it. RSU 39 agrees to relocate that equipment within one (1) year of the conveyance of the Hilltop School property to the City.

7. **Term.** The term of this Option shall commence on the Effective Date and end at 11:59 p.m. on July 1, 2017.

8. **Notice of Exercise.** This Option may be exercised by RSU 39 giving written notice to the City Manager prior to the expiration of the Option term by U. S. mail or overnight delivery service addressed to the City as set forth above, or by fax sent via the fax number maintained by the City Manager for City business, or by email sent via the email address maintained by the City Manager for City business. RSU 39 shall promptly send a copy of this notice to the Developer by U. S. mail or overnight delivery service addressed to the Developer as set forth above, or by fax sent via the fax number maintained by the Developer's construction business, or by email sent to carl@soderbergconstruction.com.

9. **Closing.** Upon exercise of this Option, the closing shall occur at a date, time, and location reasonably specified by RSU 39, given the needs and schedule of the New School Project and the New School Project financing.

Title to property of the City and of RSU 39 subject to this Agreement shall be conveyed at closing by quitclaim deed, in each case subject to all matters of record as of the Effective Date, and none others. Developer shall convey good and marketable title to the **Schedule G** property by warranty deed, subject only to such utility easements and other matters of record that do not materially interfere or conflict with the intended use thereof for 6(f) conversion property and park purposes. Real estate taxes on each conveyance shall be pro-rated between the parties, to the extent applicable. Upon request of a party

for purposes of title insurance, each party shall execute and deliver an affidavit/indemnity agreement at closing that there are no parties in possession of its real estate to be conveyed, and no person entitles to a statutory lien. Prior to closing, if a party notifies another of a title defect, the party notified shall use best efforts to remove the defect and shall have 30 days to do so, or such greater period as the notifying party may in writing permit.

10. **Default.** In the event of default by any party to this agreement, the other parties shall be entitled to all remedies at law or in equity, including specific performance.

11. **Inspections.** RSU 39 shall have reasonable access to the City's Recreational Property to conduct such surveys, tests, and inspections as it may deem necessary during the Option term or after exercise of the Option. RSU 39 shall provide reasonable notice to City, shall enter at its sole risk and shall restore the City's Recreational Property substantially to its prior condition.

12. **Successors and Assigns.** This Agreement is binding upon and shall inure to the benefit of the parties hereto and their personal representatives, heirs, successors and assigns.

IN WITNESS WHEREOF, the undersigned have executed this Option Agreement as of the day and year first above stated.

WITNESS:

Wanda L Raymond

CITY OF CARIBOU

Austin Bless
By: Austin Bless
Its: City Manager
Print Name _____

WITNESS:

Laurie Chapman

REGIONAL SCHOOL UNIT NO. 39

Timothy Doak
By: Timothy Doak
Its: Superintendent of Schools

WITNESS:

Wayne Burt

ASSISTED LIVING OF CARIBOU, LLC

member
By: member
Its: member

STATE OF MAINE
AROOSTOOK, SS.

May 16, 2016

Personally appeared before me the above-named Austin Bless,
City Manager of said CITY OF CARIBOU, and acknowledged the
foregoing instrument to be his/her free act and deed in said capacity and the free act and
deed of said City.

Debbie M. Lousier
NOTARY PUBLIC

Debbie M. Lousier
Print Notary Name

My Commission Expires: January 25, 2021

STATE OF MAINE
AROOSTOOK, SS.

May 16, 2016

Personally appeared before me the above-named Timothy Doak, Superintendent of Schools of said REGIONAL SCHOOL UNIT NO. 39, and acknowledged the foregoing instrument to be his/her free act and deed in said capacity and the free act and deed of said Regional School Unit.


NOTARY PUBLIC

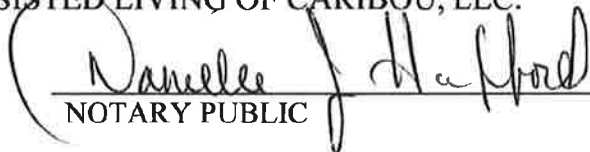
Mark J. Bouchard
Print Notary Name

My Commission Expires: March 8, 2019

STATE OF MAINE
AROOSTOOK, SS.

May 16, 2016

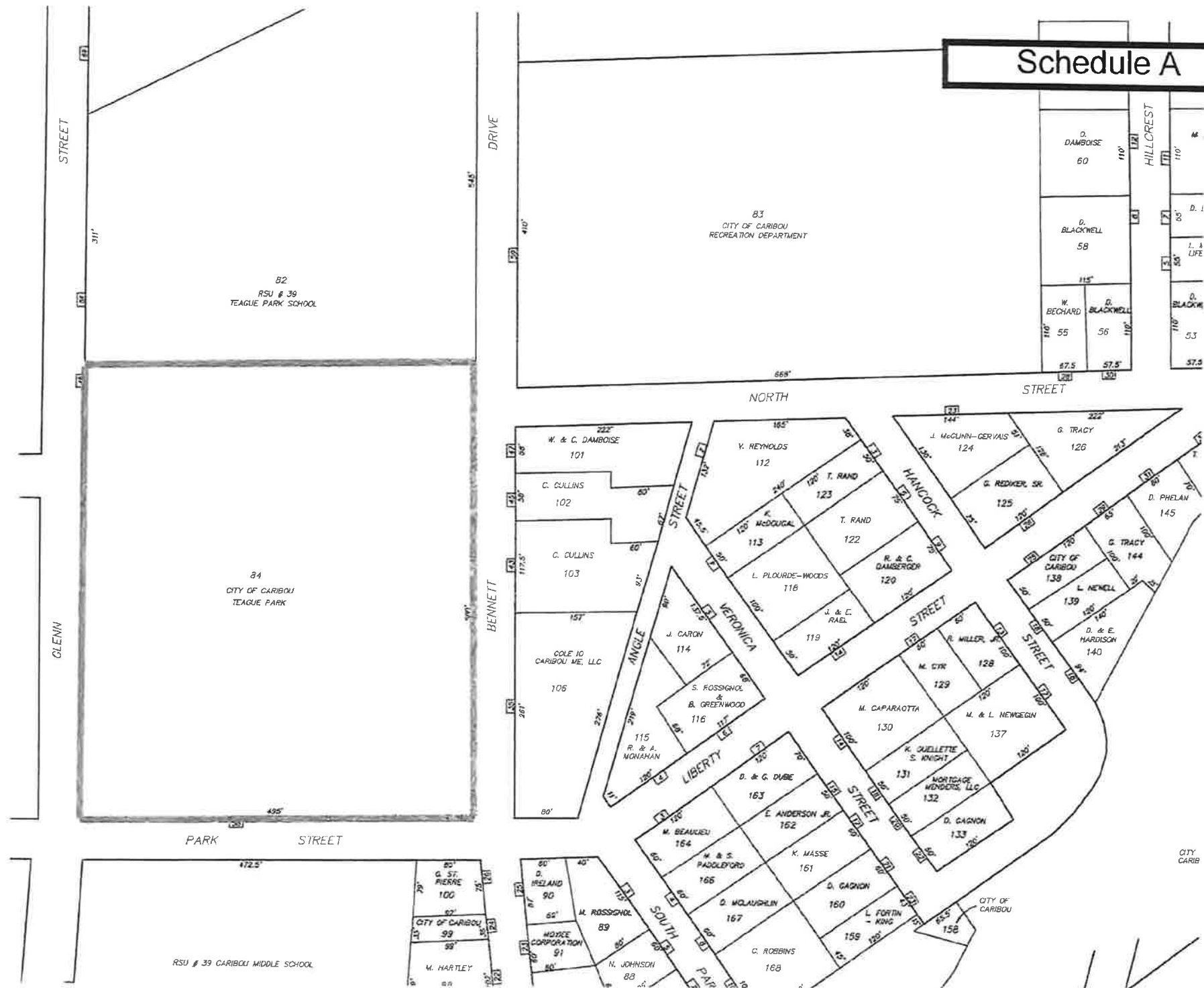
Personally appeared before me the above-named Carl Soderberg,
_____ of said ASSISTED LIVING OF CARIBOU, LLC, and
acknowledged the foregoing instrument to be his/her free act and deed in said capacity
and the free act and deed of said ASSISTED LIVING OF CARIBOU, LLC.


NOTARY PUBLIC

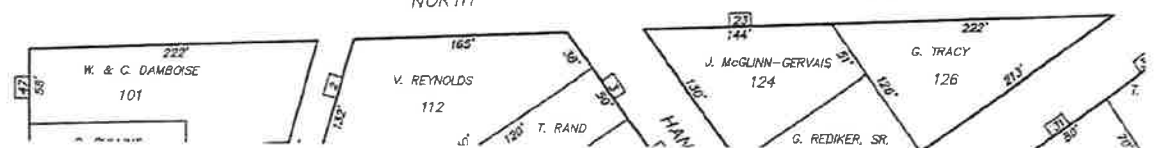
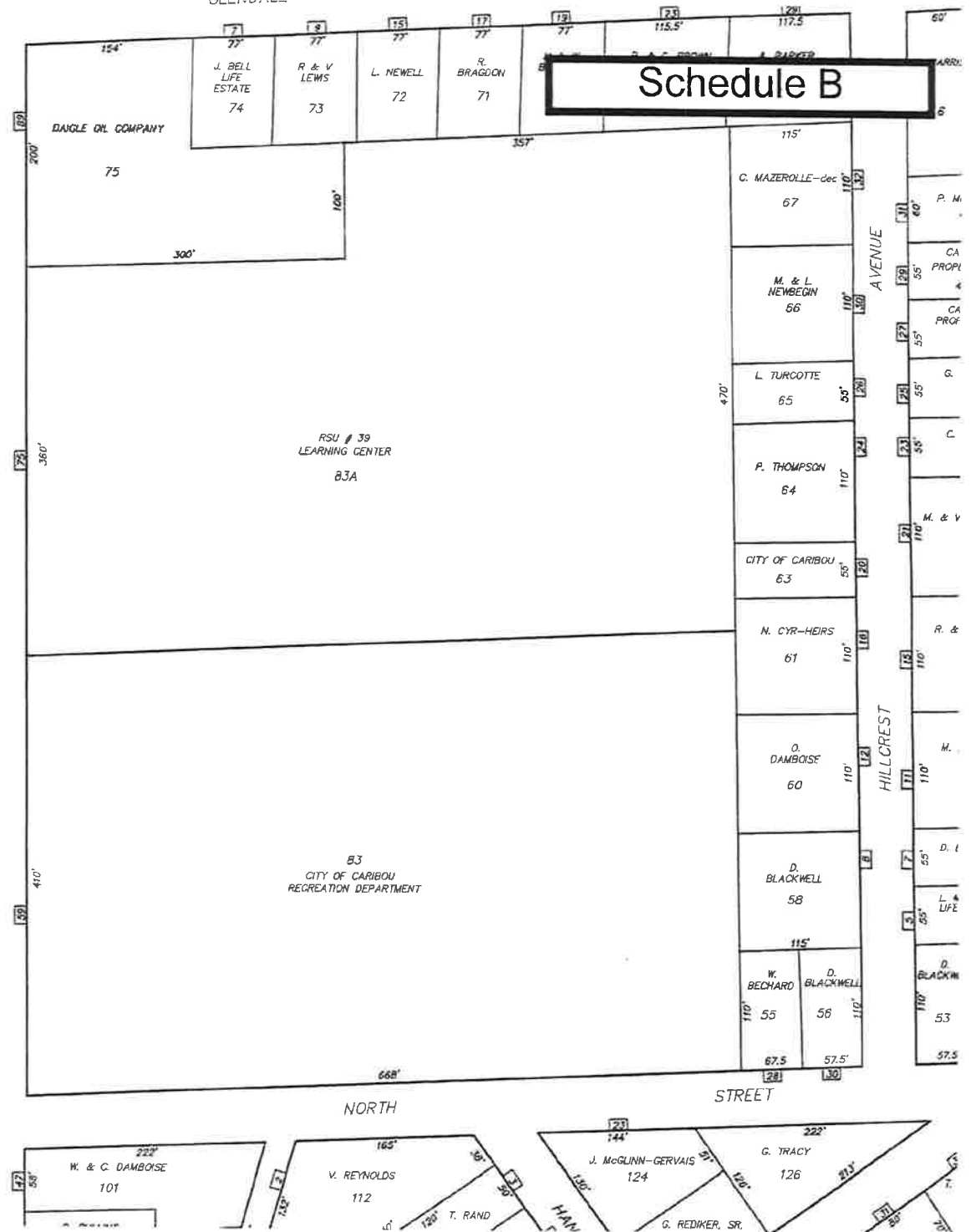
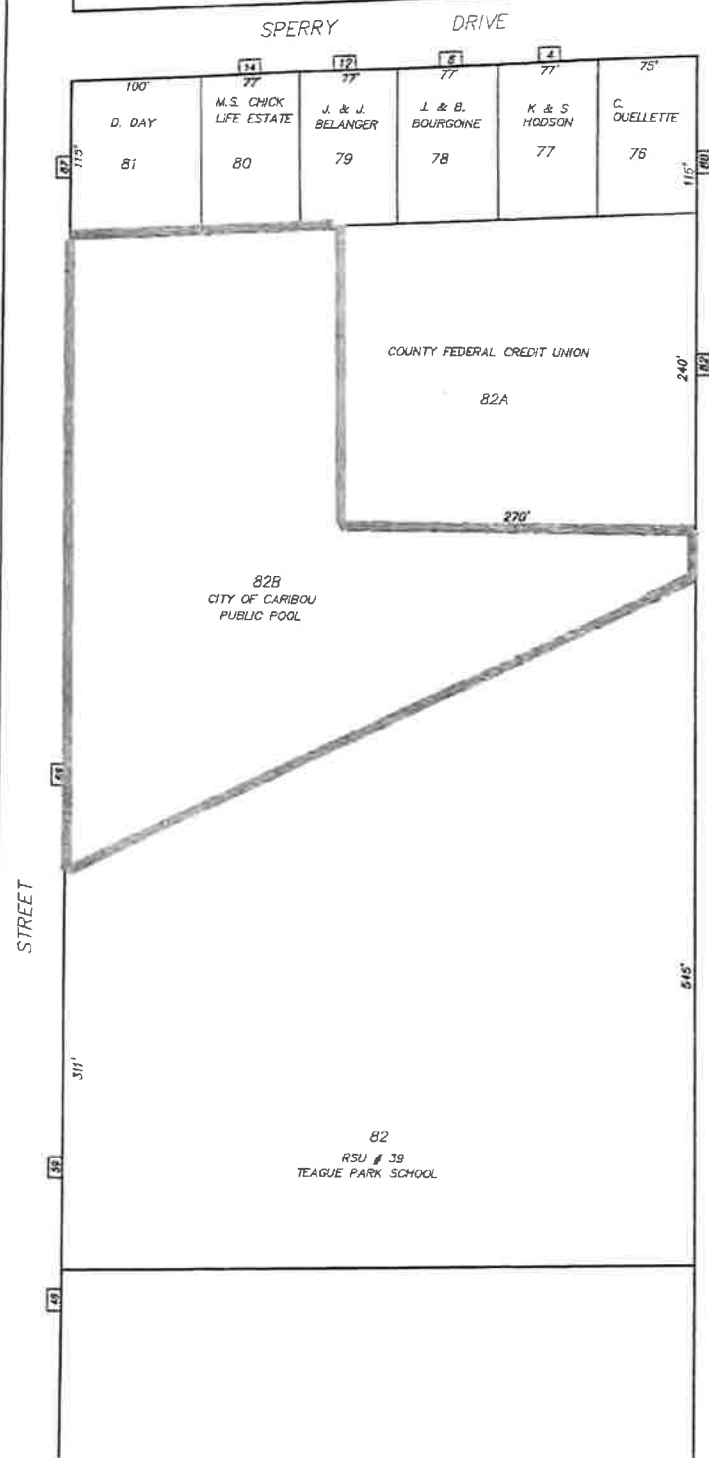
Danielle J Hafford
Print Notary Name

My Commission Expires: Sept 12, 2021

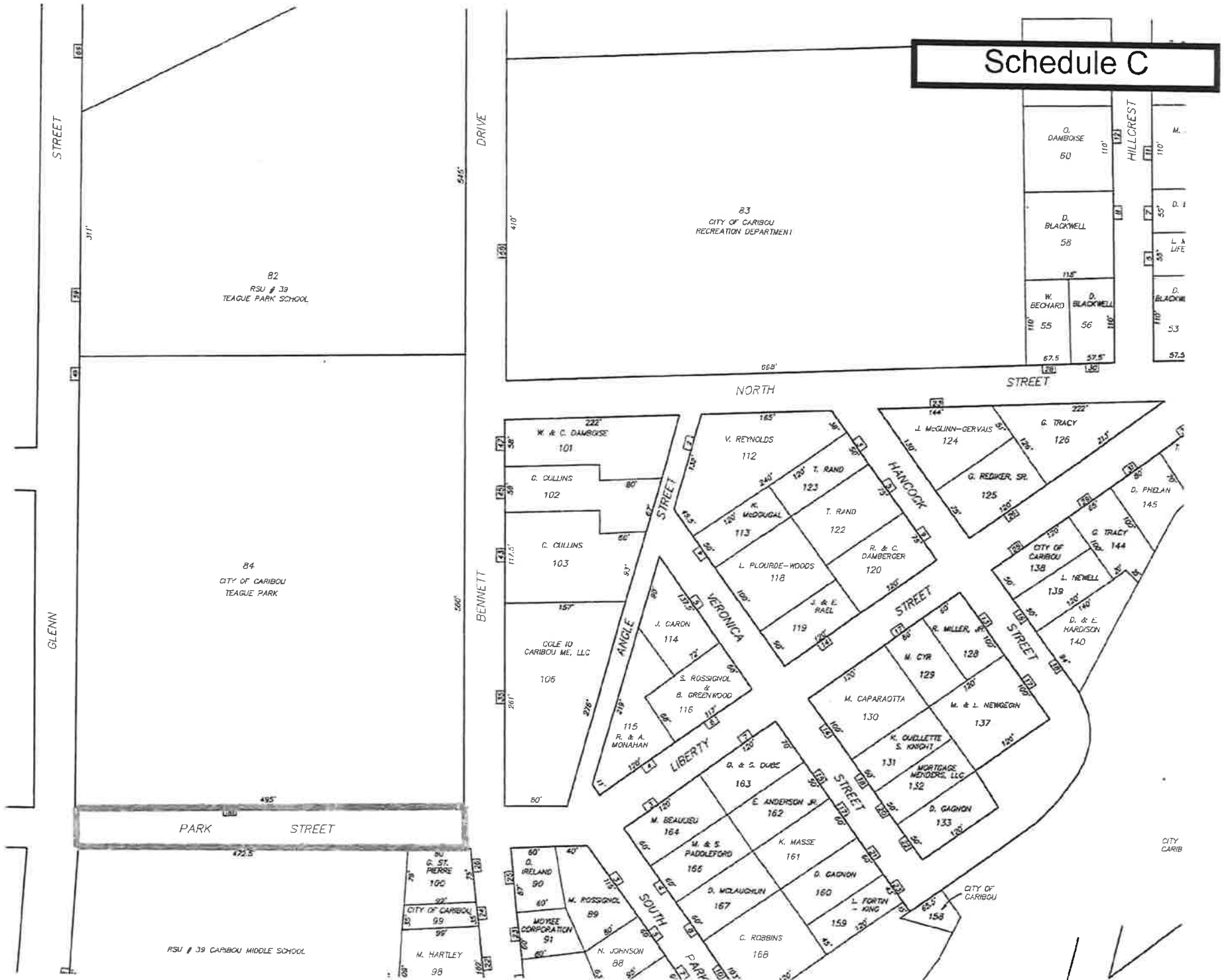
Schedule A



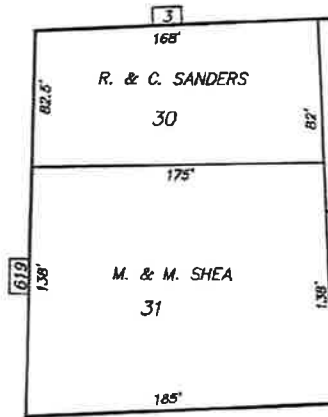
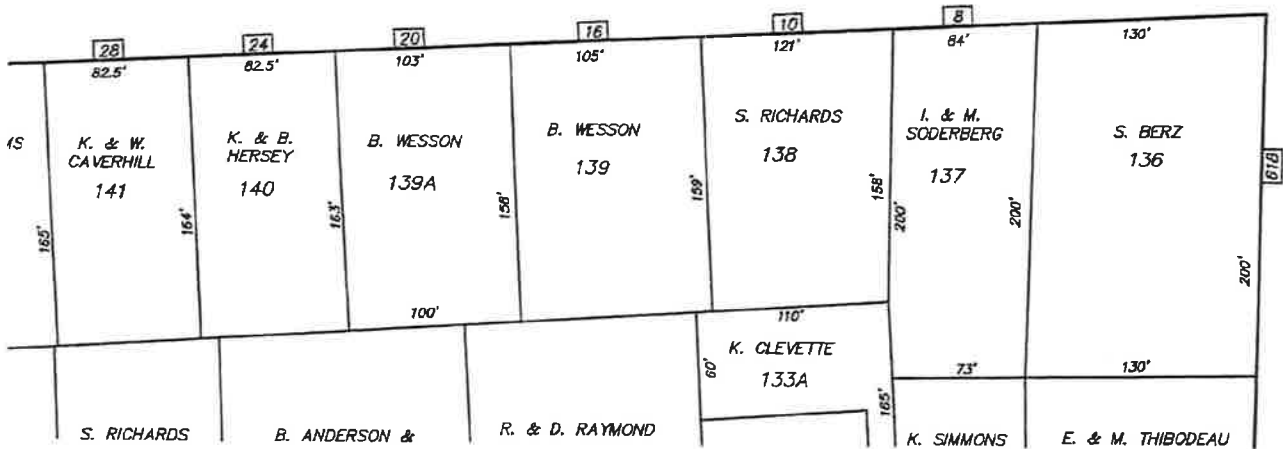
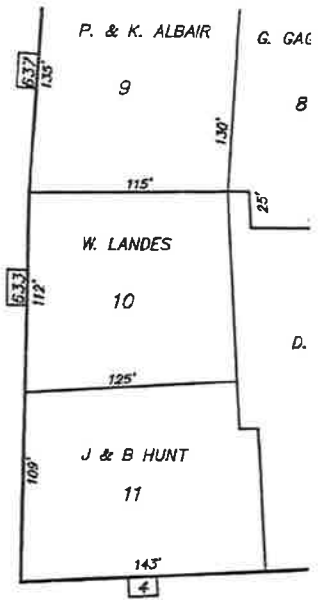
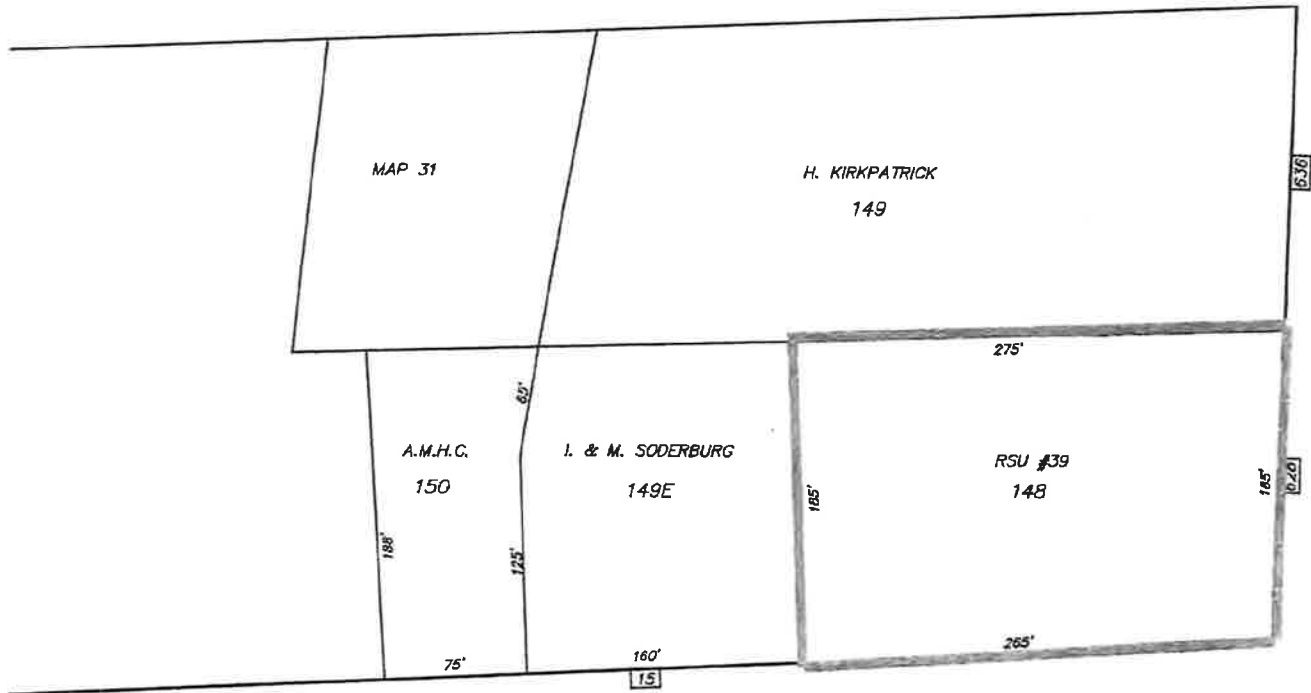
Schedule B



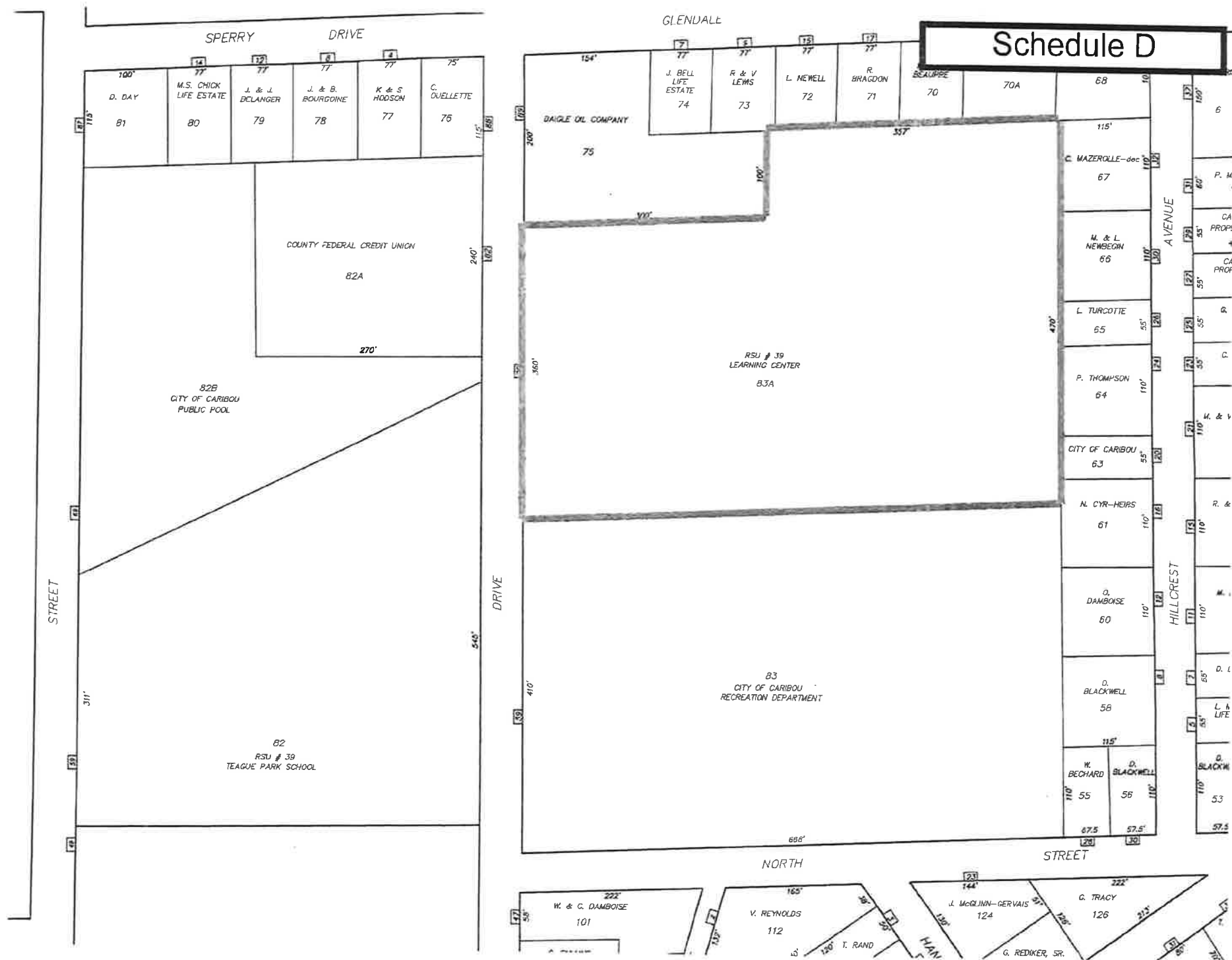
Schedule C



Schedule E



Schedule D



Schedule F

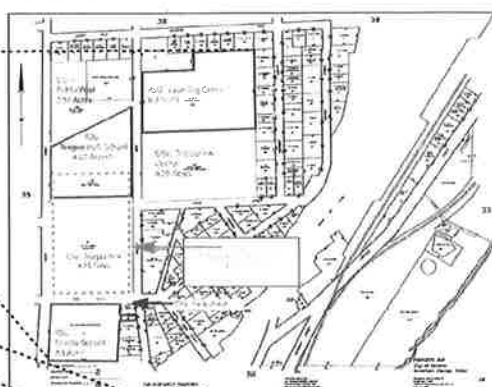


Schedule G

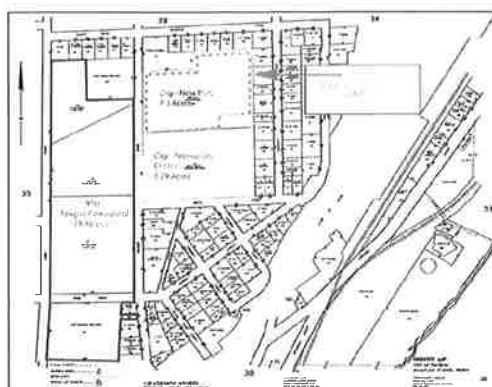


SCHEDULE H

Existing Conditions



Proposed Ownership



MUNICIPAL QUITCLAIM DEED

THE INHABITANTS OF THE MUNICIPALITY OF CARIBOU, a body corporate and politic, located at Caribou, Aroostook County and State of Maine, for consideration paid, the receipt of which is hereby acknowledged, release to **REGIONAL SCHOOL UNIT NO. 39, also known as EASTERN AROOSTOOK REGIONAL SCHOOL UNIT**, a school administrative district organized and existing under the laws of the State of Maine, whose mailing address is 628 Main Street, Caribou, Maine 04736, the land in Caribou, Aroostook County, Maine described as follows, to wit:

PARCEL ONE (High School):

The following described parcel of land containing fifty (50) acres and being part of Lot Numbered Two (2) in that part of said Caribou formerly "H" Township, to wit:

Commencing at a point on the southwesterly margin of the Woodland Center Road, so-called, which is one hundred seventy-four and one-fourth (174 $\frac{1}{4}$) feet southeasterly from the northerly line of said Lot Numbered Two (2), said point of beginning also being the southeasterly corner of land of Earl C. Anderson and Fern M. Anderson; thence southeasterly along the southwesterly margin of said Woodland Center Road three hundred fourteen (314) feet to the northeasterly corner of land of Floyd H. Haines and Wanda Haines; thence southwesterly along the northwesterly line of said Haines land one hundred fourteen and one-fourth (114 $\frac{1}{4}$) feet to the northwesterly corner thereof; thence southeasterly along the southwesterly line of said Haines land ninety-seven (97) feet, more or less, to the southwesterly corner thereof; thence northeasterly along the southeasterly line of said Haines land one hundred fourteen and one-fourth (114 $\frac{1}{4}$) feet to the southeasterly corner of said Haines land on the southwesterly margin of said Woodland Center Road, which at this point becomes the southwesterly margin of the New Sweden Road; thence southeasterly along the southwesterly margin of said New Sweden Road seventy-four and one-fourth (74 $\frac{1}{4}$) feet to the northeasterly corner of land of Wesley Milton and Emily S. Milton; thence southwesterly along the northwesterly line of said Milton land one hundred (100) feet to the northwest corner thereof; thence southeasterly along the southwesterly line of land of said Miltons and the southwesterly line of land of Maynard Miller, Roger Bouchard and Roland Bouchard four hundred forty-nine and one-fourth (449 $\frac{1}{4}$) feet to the southwest corner of said Roland Bouchard land; thence northeasterly along the southeasterly line of said Roland Bouchard land one hundred (100) feet to the southwesterly margin of the New Sweden Road; thence south twenty-four (24) degrees fifty-three (53) minutes east along the southwesterly margin of the New Sweden Road ten and three-fourths (10 $\frac{3}{4}$) feet; thence westerly by an angle of ninety (90) degrees four hundred (400) feet; thence south twenty-four (24) degrees fifty-three (53) minutes east by an angle of ninety (90) degrees three hundred eighty-four (384) feet to the property line of Linwood Willard; thence westerly by an angle of one hundred (100) degrees seven (07) minutes on a bearing of south fifty-five (55) degrees west along the northwesterly line of said Willard land four hundred thirty-seven (437) feet to the south lot line of Lot Numbered Two (2); thence by an included angle of one hundred twenty-five (125) degrees fifteen (15) minutes on a bearing of north seventy (70) degrees fifteen (15) minutes west along the southerly line of said Lot Numbered Two (2) eleven hundred ninety-two (1192) feet to the center of Mile Brook; thence

northerly along the center of the Brook approximately seventeen hundred sixty (1760) feet to the north line of Lot Numbered Two (2); thence south seventy-two (72) degrees four (4) minutes east along the northerly line of said Lot Numbered Two (2) eleven hundred forty (1140) feet to the northwesterly corner of land of Sterling B. Lennon and Helen Lennon; thence south seven (7) degrees four (4) minutes east by an angle of one hundred fifteen (115) degrees along the westerly line of said Lennon land one hundred seven and one-half (107½) feet to an angle in said Lennon line; thence south twenty-nine (29) degrees four (4) minutes east by an angle of deflection of twenty-two (22) degrees along the southwesterly line of said Lennon land seventy-four and one-fourth (74¼) feet to the southwesterly corner thereof; thence northeasterly along the southerly line of said Lennon land thirty-two (32) feet to the northwesterly corner of said Earl C. Anderson and Fern M. Anderson land; thence southeasterly along the southwesterly line of said Anderson land one hundred (100) feet to the southwesterly corner of said Anderson land; thence northeasterly along the southeasterly line of said Anderson land one hundred (100) feet to the southeasterly corner of said Anderson land on the southwesterly margin of said Woodland Center Road and place of beginning.

Being the same premises conveyed to the Town of Caribou by Warranty Deed of Charles M. Smith and Clara M. Smith dated October 26, 1964, and recorded at the Southern Aroostook Registry of Deeds in Vol. 928, Page 64, in which deed Charles M. Smith and Clara M. Smith had reserved a life estate to a right of way. The said Charles M. Smith died on June 13, 1967, and Clara M. Smith died on March 17, 1987.

EXCEPTING AND RESERVING therefrom parcel conveyed by the Inhabitants of the Town of Caribou to Basil E. Ferguson and Arlene J. Ferguson by Quitclaim Deed dated May 12, 1965, and recorded at the Southern Aroostook Registry of Deeds in Vol. 943, Page 479.

ALSO EXCEPTING AND RESERVING therefrom parcel conveyed by the City of Caribou to Basil E. Ferguson and Arlene J. Ferguson by Quitclaim Deed dated May 22, 1989, and recorded at said Registry of Deeds in Vol. 2193, Page 136.

ALSO EXCEPTING AND RESEVING Standard Pole Line Easement from the City of Caribou to Maine Public Service Company dated January 17, 2003, and recorded at said Registry of Deeds in Vol. 3761, Page 326.

Also conveying herewith parcel of land conveyed to the City of Caribou by Quitclaim Deed from Basil E. Ferguson and Arlene J. Ferguson dated May 22, 1989, and recorded at said Registry of Deeds in Vol. 2193, Page 135.

PARCEL TWO (Middle School and Middle School Driveway):

Parcel Two-A:

The following described piece or parcel of land, to wit: Beginning near the northerly margin of High Street in the village and town of said Caribou at an iron pipe driven at the roots of an Elm tree; thence westerly by High Street forty nine and one half (49½) feet to a point thirteen (13) and 55/100 feet easterly of F. L. Oak's house lot; thence N 25° E parallel with the easterly line of said Oak's house lot three hundred eighteen and one half (318½) feet, more or less to the rear line of house lot formerly owned by Lonis C. Stearns and now or formerly owned by James H. Glenn; thence North 68° W along the rear line of last mentioned house lot thirteen (13) and 55/100 feet to the northeast corner of the said Oak house lot which is also the southeast corner of a parcel of land conveyed by J. D. Teague to Geo. O. Smith; thence N 25° E along the east line of said Smith parcel of land three hundred and fifty-six (356) feet, more or less, to the south line of Park Street; thence easterly along said south line four hundred seventy two and one half (472½) feet to land of A. J. Taylor; thence southerly by said Taylor's land three hundred and fifty four (354) feet to a point twenty-one (21) feet north of the J. H. Glenn house lot; thence N 68° W parallel with the northerly line of the said

Glenn house lot four hundred nine and 45/100 feet to an iron pipe; thence southerly and parallel with the F. L. Oak house lot line to the place of beginning. Containing four and 12/100 acres, more or less.

Being the same premises conveyed to THE INHABITANTS OF THE TOWN OF CARIBOU by Warranty Deed of JAMES H. GLENN dated June 11, 1908, and recorded at the Southern Aroostook Registry of Deeds in Vol. 232, Page 597.

EXCEPTING AND RESERVING, however, Standard Pole Line Easement from the City of Caribou to Maine Public Service Company dated January 17, 2003, and recorded at the Southern Aroostook Registry of Deeds in Vol. 3761, Page 329.

Parcel Two-B:

A certain lot or parcel of land being a part of Lot Numbered Two (2) in that part of Caribou formerly "H" Township, and being the north half of Lot Numbered Two (2) according to that part of the A. J. Taylor homestead, which was surveyed for William N. McNeal by G. M. Hardison in October 1913, said lot being numbered according to the survey and plan of said Hardison which is recorded in the Southern Aroostook Registry of Deeds in Vol. 7, Page 23.

Also, the right to pass and repass on foot, with teams, cars or trucks over the driveway along the dividing line between Lot Number One and Lot Number Two.

Being the same premises conveyed to the CITY OF CARIBOU by Quitclaim Deed of RUTH E. ROUSE dated October 27, 1998, and recorded at the Southern Aroostook Registry of Deeds in Vol. 3203, Page 290.

PARCEL THREE (Learning Center f/k/a Intermediate School):

A portion of those premises conveyed to The Inhabitants of the Town of Caribou by Quitclaim Deed of the Aroostook Trust Company dated April 1, 1940 and recorded at the Southern Aroostook Registry of Deeds in Volume 486, Page 111, described as follows:

All of those premises conveyed by said deed in Volume 486, Page 111 that lie to the east of Bennett Drive, so-called, and are situated to the north of a line running in an easterly direction parallel to the northerly bound of North Street, so-called and crossing the premises described in Volume 486, Page 111, the starting point of this line being on the easterly bound of said Bennett Drive, four hundred ten (410') feet northerly of the intersection of the easterly bound of said Bennett Drive with the northerly bound of said North Street.

Excepting and reserving, however, any prior out-conveyances by the City of Caribou from said premises, including any portion of the above-described premises that is presently leased to or otherwise occupied by the State of Maine and/or the Maine Army National Guard.

PARCEL FOUR (Teague Park School):

Commencing at the intersection of the easterly bound of Glenn Street, so-called, and the north line of North Street (said North Street appearing on a survey plat entitled "Riley Addition to Caribou" recorded at the Southern Aroostook Registry of Deeds in Plan Book 6, Page 87, and the section of North Street running between Glenn Street and Bennett Drive, so-called, having since been discontinued as a public way by the City of Caribou); thence in a northerly direction along the easterly bound of Glenn Street a distance of thirty-six (36')

feet, more or less, to the intersection of the easterly bound of said Glenn Street and a line formed by the extension of the existing chain link fence running between Teague Park School and Teague Park, which point marks the point of beginning of the parcel herein conveyed; thence continuing in a northerly direction along the easterly bound of Glenn Street a distance of three hundred eleven (311') feet to a point; thence in a northeasterly direction running equidistant between the northernmost portion of the building known as Teague Park School and the pool drain access of the municipal swimming pool to a point on the westerly bound of Bennett Drive, so-called, that is five hundred forty-five (545') feet, more or less, northerly from the intersection of the northern bound of said discontinued North Street and the westerly bound of said Bennett Drive; thence in a southerly direction along the westerly bound of Bennett Drive to a point that is thirty-six (36') feet, more or less, northerly from said intersection of the northern bound of said discontinued North Street and the westerly bound of said Bennett Drive; thence in a westerly direction and parallel to the northerly bound of said North Street to the point and place of beginning.

Being part, and only a part, of those premises conveyed to The Inhabitants of the Town of Caribou by Quitclaim Deed of the Aroostook Trust Company dated April 1, 1940 and recorded at the Southern Aroostook Registry of Deeds in Volume 486, Page 111.

PARCEL FIVE (Hilton School):

A certain piece or parcel of land situate, lying and being a part of Lot Numbered Eighteen (18) in "H" Township, now Caribou, in the County of Aroostook and State of Maine. Being bounded and described as follows, to wit:

Beginning at the intersection of the southerly line of said Township Lot Numbered Eighteen (18) and the westerly line of a proposed street, which point of intersection is eight hundred fifty-five (855) feet westerly along said south line of Township Lot Numbered Eighteen (18) from the southeast corner of the property of said Grantor, Downing Construction Company, said point of beginning being marked by an iron pipe painted yellow;

thence northerly along the westerly line of said proposed street, nine hundred thirty (930) feet, more or less, to the southeast corner of Lot Numbered Ninety (90) according to a plan and survey entitled "Property of Downing Construction Company, Part of Lots Thirteen (13) and Eighteen (18) H Township, Caribou, (Aroostook County) Maine" dated May 1959, and recorded in the Southern Aroostook Registry of Deeds in Vol. 15 of Plans, Page 43;

thence westerly along the southerly line of said Lot Numbered Ninety (90) and an extension thereof seven hundred fifty-five (755) feet to a point;

thence southerly parallel with said westerly line of said proposed street nine hundred thirty (930) feet, more or less, to the southerly line of said Township Lot Numbered Eighteen (18);

thence easterly along the southerly line of said Township Lot Numbered Eighteen (18), seven hundred fifty-five (755) feet, more or less, to the intersection of said southerly line and the westerly line of said proposed street and place of beginning.

Containing approximately sixteen (16) acres and being that certain lot designated as "Proposed School Lot" according to said plan and survey.

Being the same premises conveyed to INHABITANTS OF THE TOWN OF CARIBOU by Warranty Deed of DOWNING CONSTRUCTION COMPANY dated September 29, 1959, and recorded at the Southern Aroostook Registry of Deeds in Vol. 784, Page 82.

EXCEPTING AND RESERVING, however, Standard Pole Line Easement from the City of Caribou to Maine Public Service Company dated January 17, 2003, and recorded at the Southern Aroostook Registry of Deeds in Vol. 3761, Page 323.

PARCEL SIX (Superintendent's Office f/k/a Sincock School):

Parcel Six-A:

The following described piece or parcel of land being a part of Lot Numbered thirteen (13) in that part of Caribou which was formerly "H" Township, to wit:

Beginning in the center of Main Street on the dividing line between my village lot and land of Perley S. Merrithew; thence north seventy and three fourths ($70\frac{3}{4}$) degrees west along said Merrithew's north line, which line is the center of a three (3) rod street as accepted by the Town of Caribou at its annual meeting held in March 1917, three hundred two (302) feet to an iron pipe driven into the ground; thence northerly at right angles to the first bound two hundred twenty one (221) feet to an iron pipe; thence south seventy and three fourths ($70\frac{3}{4}$) degrees east one hundred fifty (150) feet to the west line of land owned by the Town of Caribou and commonly known as the Sincock School lot; thence southerly along the west line of the Sincock School lot one hundred seven (107) feet to the southwest corner thereof; thence westerly along the south line of the Sincock School lot one hundred sixty-four (164) feet to the center of Main Street; thence southerly along the center of Main Street one hundred fourteen (114) feet to the point or place of beginning.

Excepting and reserving a strip one and one half ($1\frac{1}{2}$) rods wide on the south side of said premises conveyed by me to said Town.

As a part of the aforesaid consideration the grantee hereby agrees to build and maintain an iron fence at least five (5) feet high on the north and west sides of School House lot on South Main Street as now owned by said Grantees. Said fence to be built no later than July 1st, 1918.

Being the same premises conveyed to THE INHABITANTS OF THE TOWN OF CARIBOU by Warranty Deed of W. EDGAR SINCOCK dated June 6, 1917, and recorded at the Southern Aroostook Registry of Deeds in Vol. 300, Page 208.

EXCEPTING AND RESERVING, however, Easement from the City of Caribou to Caribou Utilities District dated October 27, 2003, and recorded at said Registry of Deeds in Vol. 3896, Page 36.

Parcel Six-B:

Also conveying herewith land owned by the City of Caribou and commonly known as the Sincock School Lot, being the adjoining lot referenced above in the description of Parcel Six-A. A more particular description of this lot is not presently available as a copy of the deed conveying said Sincock School Lot to the City of Caribou has not been located in either the Southern Aroostook Registry of Deeds or the municipal records of the City of Caribou.

Parcels One and Two above being designated together as Map 28, Lot 148 on the City of Caribou Tax Maps.

PARCEL SEVEN (Bus Garage):

A portion of those premises conveyed to The Inhabitants of the Town of Caribou by Quitclaim Deed of the Aroostook Trust Company dated April 1, 1940 and recorded at the Southern Aroostook Registry of Deeds in Volume 486, Page 111, described as follows:

All of those premises conveyed by said deed in Volume 486, Page 111 that lie to the west of Glenn Street, so-called.

Excepting and reserving, however, any prior out-conveyances by the City of Caribou from said premises lying to the west of Glenn Street, including the following:

- (a) Premises conveyed to J. Kenneth Blackstone and Bertha P. Blackstone by Quitclaim Deed dated August 13, 1982 and recorded at the Southern Aroostook Registry of Deeds in Volume 1610, Page 344;
- (b) Premises conveyed to J. Kenneth Blackstone and Bertha P. Blackstone by Quitclaim Deed dated June 12, 1984 and recorded at the Southern Aroostook Registry of Deeds in Volume 1741, Page 311;
- (c) Sewer line easement granted to David Ouellette and Joan Couture by Municipal Quitclaim Deed dated May 23, 1994 and recorded at the Southern Aroostook Registry of Deeds in Volume 2689, Page 125.
- (d) Premises conveyed to Caribou Children's Discovery Museum by deed dated December 10, 2007 and recorded at the Southern Aroostook Registry of Deeds in Volume 4540, Page 163.

EXCEPTIONS COVERING ALL PARCELS ABOVE:

- (a) Excepting and reserving all utility easements previously granted by the City of Caribou;
- (b) Also excepting and reserving any part of the above-described premises that are part of, or have historically been used as, public ways; and
- (c) Also further excepting and reserving unto the City of Caribou the right to enter upon the above-described premises for the purposes of repairing and maintaining any utility services or other public infrastructure running over or under the premises conveyed, adding to existing infrastructure, and/or creating new utility services or infrastructure, and the City of Caribou agrees that any entry will be done in the manner least disruptive to the operations of the school district and that the property shall be returned by the City of Caribou to its prior condition following any excavation or other work done for purposes of repairs and upgrades to utility services and the public infrastructure.
- (d) REVERSION: Pursuant to the terms of the school reorganization plan adopted by the Grantor municipality, this conveyance to Regional School Unit No. 39 is made on the condition that the real estate hereby conveyed to said RSU shall be used for public education purposes. In the event the RSU, its successors, or assigns ceases to use any portion of such real estate for public education purposes, then ownership of such portion of the real estate no longer used for public education purposes shall revert to Grantor, its successors or assigns, who may upon abandonment re-enter and occupy the premises.

The purpose of this deed is to convey to the Grantee herein the interest of the City of Caribou in and to the above-described properties formerly utilized by the local school district pursuant to the approved school reorganization plan establishing Regional School Unit No. 39, also known as the Eastern Aroostook Regional School Unit or Eastern Aroostook RSU, of which the City of Caribou is a founding member.

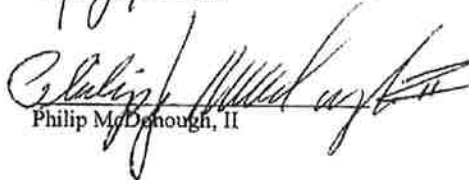
The said Inhabitants of the Municipality of Caribou have caused this instrument to be signed in its corporate name by Kenneth Murchison, Jr., David Martin, John Boone, Mary Kate Barbosa, Philip McDonough, II, Bryan Thompson, and Gary Aiken, its Councilors, duly authorized, this 26th day of ^{March} February, 2012.


Kenneth Murchison, Jr.


David Martin


John Boone


Mary Kate Barbosa


Philip McDonough, II

Bryan Thompson


Gary Aiken

STATE OF MAINE
AROOSTOOK, ss.

March 26, 2012

Personally appeared the above-named Kenneth Murchison, Jr., David Martin, John Boone, Mary Kate Barbosa, Philip McDonough, II, ~~Bryan Thompson~~, and Gary Aiken, Councilors of the City of Caribou, and acknowledged the foregoing instrument by them signed to be their free act and deed in their said capacity and the free act and deed of said body corporate and politic.

Before me,



Jayne R. Farin
Notary Public
Jayne R. Farin
Printed Name // Comm. Exp. Date
4-11-2014

BK 3203 PG 290

QUITCLAIM DEED
With Covenant

015995

Ruth E. Rouse, of Caribou, County of Aroostook and State of Maine, for consideration paid, grants to City of Caribou, a body corporate and politic whose mailing address is 25 High Street, Caribou, Maine 04736, with quitclaim covenant, the land in Caribou, County of Aroostook, State of Maine being more particularly described as follows:

A certain lot or parcel of land being a part of lot numbered two (2) in that part of Caribou formerly "H" Township, and being the north half of lot numbered two (2) according to that part of the A.J. Taylor homestead, which was surveyed for William N. McNeal by G.M. Hardison in October 1913, said lot being numbered according to the survey and plan of said Hardison which is recorded in the Southern Aroostook Registry of Deeds in Vol. 7, Page 23.

Also, the right to pass and repass on foot, with teams, cars or trucks over the driveway along the dividing line between lot number one and lot number two.

Being the same premises conveyed by Linwood E. Collins and Velma W. Collins to Ruth E. Rouse and Pearl B. Rouse by Warranty Deed dated May 10, 1958 and recorded in Book 742, Page 463 of said Registry of Deeds.

Ruth Rouse acquired sole title to the property as the surviving joint tenant, the aforementioned Pearl B. Rouse have died on January 4, 1969.

Witness my hand and seal this 27th day of October, 1998.

Richard Mattela
Witness

Ruth E. Rouse
Ruth E. Rouse



STATE OF MAINE
Aroostook, ss.

October 27, 1998

Personally appeared the above named Ruth E. Rouse and acknowledged the foregoing instrument to be her free act and deed.

Before me,

RECEIVED AROOSTOOK, SS

98 NOV -4 AM 10: 02



JoAnn D. Kelley
Notary Public/Attorney at Law
JoAnn D. Kelley

ATTEST: Mary C. Bennett

REGISTER OF DEEDS BOLMAN & HUNTER, P.A., ATTORNEYS, P.O. BOX 663, CARIBOU, MAINE 04736

ATTACHMENT B

US Department of Interior Letter of Conversion



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE
Northeast Region
United States Custom House
200 Chestnut Street
Philadelphia, PA 19106

8.B. (LWCF)

September 20, 2016

Mr. Doug S. Beck
LWCF Alternate State Liaison Officer
& Program Manager
Maine Bureau of Parks and Lands
Grants and Community Recreation
124 State House Station
Augusta, ME 04333

Dear Mr. Beck:

We have approved your request for a conversion to Land and Water Conservation Fund (LWCF) projects #23-00198 and #23-00644 Teague Park, in the City of Caribou, ME.

In this proposal, the City of Caribou will convert 7.9+ acres of parkland. The two proposed replacement properties will total 7.81+ acres and they are of equal or greater fair market value to the converted parkland and will provide equivalent usefulness and location for public outdoor recreation. The reason for this conversion is a new school will be constructed on the converted property.

All requirements of the Section 6(f) conversion process under the LWCF Act have been met. Attached for your review and use is the signed conversion amendment.

As always, we appreciate your support of the National Park Service and the LWCF Program. If you have any questions on the aforementioned, please do not hesitate to contact Mr. Jack Howard, Program Manager of my staff at (215) 597-1565 or by e-mail at jack_howard@nps.gov.
Sincerely,

for Michael A. Caldwell
Regional Director

Enclosure

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

STATE MaineProject Amendment No. 23-00198.3

AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT To Project Agreement No. 23-00198 is hereby made and agreed upon by the United States of America, acting through the Director of the National Park Service and by the State of Maine pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above mentioned agreement is amended by adding the following:

Project Area Map: Adds the following:

Project Area Map: The 6(f)(3) project area map for site dated 06/19/1974 indicating a project area of +/- 7.9 acres is replaced by new project area maps dated 06/10/2016. Parcel 1 with a replacement area of 5.98 +/- acres and parcel 2 with a replacement area of +/-1.83 acres

All practical alternatives to the conversion have been evaluated.

In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness thereof the parties hereto have executed this amendment as of the date entered below.

THE UNITED STATES OF AMERICA

By



(Signature)

PROGRAM MANAGER

(Title)

National Park Service
United States Department of the Interior

Date

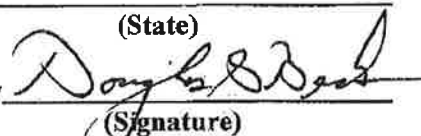
SEP 20 2016

STATE

Maine

(State)

By



(Signature)

Douglas S. Beck

(Name)

Alternate State Liaison Officer

(Title)

Paperwork Reduction Act Statement: This information collection is authorized by the Land and Water Conservation Fund Act of 1965 (16 U.S.C. 4601-4 et seq.). Your response is required to obtain or retain a benefit. We use this information to document changes made to original grant agreement. We estimate that it will take 3 hours to complete this form, including the time necessary to review instructions gather data and review the form.

You may send comments on the burden estimate or any aspect of this form to the Information Collection Clearance Officer, National Park Service, 1849 C Street, NW, (2601), Washington, DC 20240. We may not collect or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

STATE MaineProject Amendment No. 23-00644.1

AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT To Project Agreement No. 23-00644 is hereby made and agreed upon by the United States of America, acting through the Director of the National Park Service and by the State of Maine pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above mentioned agreement is amended by adding the following:

Project Area Map: Adds the following:

Project Area Map: The 6(f)(3) project area map for site dated 03/05/1990 indicating a project area of +/- 7.9 acres is replaced by new project area maps dated 06/10/2016. Parcel 1 with a replacement area of 5.98 +/- acres and parcel 2 with a replacement area of +/- 1.83 acres

All practical alternatives to the conversion have been evaluated.

In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness thereof the parties hereto have executed this amendment as of the date entered below.

THE UNITED STATES OF AMERICA

By

(Signature)

PROGRAM MANAGER

(Title)

National Park Service
United States Department of the Interior

Date SEP 20 2016

STATE

Maine

(State)

By

(Signature)

Douglas S. Beck

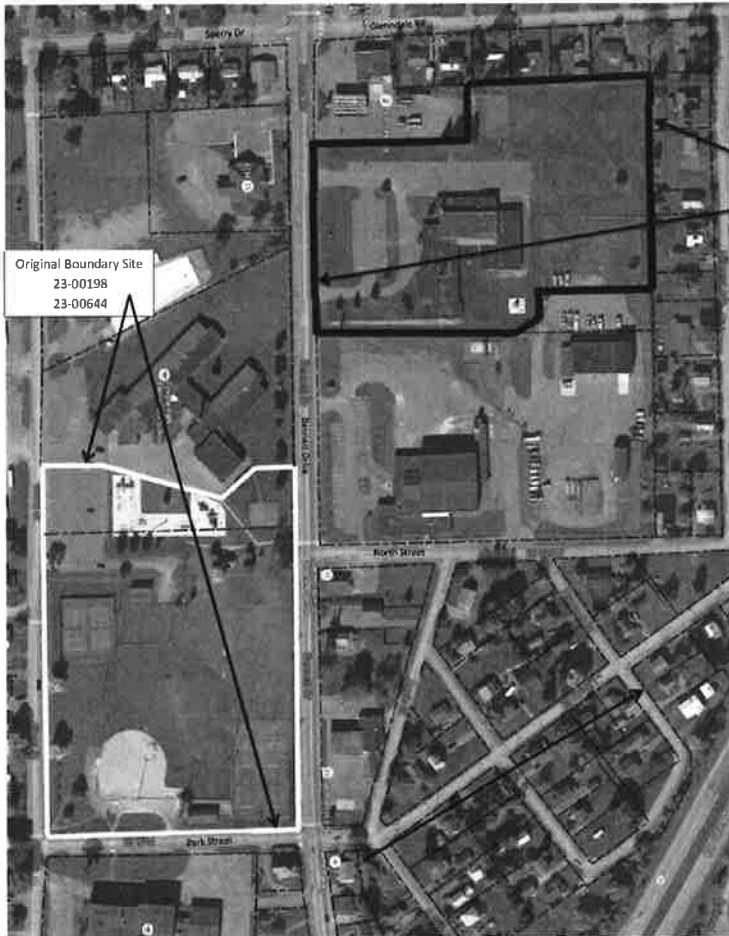
(Name)

Alternate State Liaison Officer

(Title)

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LWCF Project # 23-00198 3 / 23-00644 1
New 6(f)(3) Acres Protected 7.78 +/- acres

SLO / ASLO Signature: Douglas S. Beck
Printed Name: Douglas S. Beck
Title: Allegheny State Liaison Officer
Date: June 10, 2016

Project Sponsor Signature: Austin Bloss
Printed Name: Austin Bloss
Title: Caribou City Manager
Date: June 10, 2016



ATTACHMENT D

LIST OF CONSULTANTS

(Section 4 from MeDEP Site Location of Development Application)

SECTION 4
TECHNICAL ABILITY

4.0 Overview

The design and permitting of the project is being completed under the direction of PDT Architects and RSU #39. The District and their consultants have the technical ability to prepare the construction documents, oversee construction, operate, and manage the project in compliance with applicable regulations.

Stantec is the primary consultant involved with the civil/site design and site permitting of the project and has assembled the materials in this application. The following firms are acting as consultants to the RSU #39 School District or as subconsultants for the project:

Firm	Services	Contact
Stantec 482 Payne Road Scarborough, ME 04074 207.883.3355	Civil Site Engineering	Stephen Bushey, P.E. stephen.bushey@stantec.com Darrin Stairs, P.E. darrin.stairs@stantec.com
PDT Architects 49 Dartmouth Street Portland, ME 04101 207.775.1059	Architect	Chelsea Lipham lipham@pdtarchs.com Alan Kuniholm kuniholm@pdtarchs.com
Allied Engineering, Inc. 160 Veranda Street Portland, ME 04103 207.221.2260	Mechanical, Electrical, Plumbing & Structural Engineering	Cathy Faucher cfaucher@allied-eng.com
Plisga & Day 72 Main Street Bangor, ME 04401 207.947.0019	Surveyor	Stanley J. Plisga, Jr. Stanl88692@aol.com
Aerial Survey & Photo Inc. 546 Airport Road PO Box 659 Norridgewock, ME 04957 207.634.2006	Aerial Topographic Mapping	Rod Stevens rod@aerialsurveyandphoto.com
S. W. Cole Engineering, Inc. 37 Liberty Drive Bangor, ME 04401 207.848.5714	Geotechnical Engineering	Robert Chaput bob.chaput@swcole.com
Gorrill-Palmer Consulting Engineers, Inc. 707 Sable Oaks Drive, Ste 30 South Portland, ME 04106 207.772.2515	Traffic	Randy Dunton rdunton@gorrillpalmer.com

Firm	Services	Contact
Joshua Tompkins Landscape Architecture LLC 36 Marina Road Yarmouth, ME 04096 207.805.4374	Landscape Architect	Joshua Tompkins jt@joshua-tompkins.com

RSU #39 has a full contingent of staff to manage and operate the facilities after construction.

4.1 **Experience of Project Team**

The team of consultants retained by RSU #39 has expertise and experience in the design of large facilities that require a Site Location of Development Permit. A list of relevant Stantec experience on projects that required a Site Location of Development Permit can be provided upon request.

Resumes of Steve Bushey, P.E. and Darrin Stairs, P.E. as well as the other consultants retained for the can be provided upon request.

4.2 **Ability of the Applicant**

The RSU #39 School District experience is apparent in the ongoing operation and maintenance of their schools. Special O&M provisions for the stormwater systems and are provided in Section 12 of this Application.

ATTACHMENT E

LIST OF ABUTTERS WITHIN 500'

ABUTTERS LIST WITHIN 500 FEET - PARCELS TO BE DEVELOPED: TAX MAP 34, LOTS 82, 82B, 83, 83A, 84, 85, 99 & 100

Parcel Number	Property Address	Owner Name	Co-Owner	Owner Address	City	State	Zip Code
030-111	7 Pleasant Street	Josua K. Doreen		7 Pleasant Street	Canbou	ME	04736
030-112	169 High Street	James T. Cyr		368 Sweden Street	Canbou	ME	04736
030-113	155 High Street	Old Iron Inn B&B, LLC		155 High Street	Canbou	ME	04736
030-114	147 High Street	Iron Clad Properties, LLC		155 High Street	Canbou	ME	04736
030-115	11 Glenn Street	Randolph Bouchard, Jr.		11 Glenn Street	Canbou	ME	04736
030-117	144 High Street	Key Bank of Maine	c/o Corelogic Commercial Tax Services	PO Box 961009	Fort Worth	TX	76161-0009
030-118	154 High Street	Graydon M. & Martha J. Mahoney		PO Box 38	Canbou	ME	04736
030-119	160 High Street	Maurice W. Donnelly		160 High Street	Canbou	ME	04736
030-120	168 High Street	Terry P. & Mable A. Beaulieu		PO Box 42	Canbou	ME	04736
030-121	172 High Street	Terry A. & Judith G. Tarr		667 Carson Road	Woodland	ME	04736
030-123	12 Bennett Drive	Gail L. Kilham		PO Box 794	Canbou	ME	04736
030-124	14 Bennett Drive	Harry & Elizabeth C. Boucher - Life Estate		14 Bennett Drive	Canbou	ME	04736
030-125	5 Bennett Drive	Richard B. Harrison		33 Henshey Street	Portland	ME	04103-4507
030-126	192 High Street	James A. Kavin		1402 New Sweden Road	New Sweden	ME	04762
030-127	196 High Street	Kevin L. Adams, Sr.		196 High Street	Canbou	ME	04736
030-128	198 High Street	Seth Penn Properties, LLC		2219 Sagamore	Cape Coral	FL	33914
030-129	15 South Park Street	Kim S. & Frederick A. Gahagan		15 South Park Street	Canbou	ME	04736
030-136	High Street	Barbara T. Everett		PO Box 502	Milford	ME	04461
030-140	7 Barrett Avenue	Linda M. Lusardi	Brad A. Lusardi	7 Barrett Avenue	Canbou	ME	04736
030-141	187 High Street	Anthony L. & Vickie L. McGill		187 High Street	Canbou	ME	04736
030-142	185 High Street	John W. Akerson - Dow	c/o Kevin Akerson, POA	104 Washburn Street	Canbou	ME	04736
030-143	181 High Street	Joseph W. & Carolyn L. Cheney		181 High Street	Canbou	ME	04736
030-144	2 Pleasant Street	Jeffrey J. & Wendy D. Robertson		2 Pleasant Street	Canbou	ME	04736
030-145	6 Pleasant Street	Daniel J. & Amanda L. Robertson		6 Pleasant Street	Canbou	ME	04736
031-116	114 High Street	Hannaford Bros. Co., LLC		PO Box 1000	Portland	ME	04104
031-117	124 High Street	Hannaford Bros. Co., LLC		PO Box 1000	Portland	ME	04104
031-118	128 High Street	Steven S. & Barbara H. Scott		128 High Street	Canbou	ME	04736
031-118A	128 High Street	Steven S. & Barbara H. Scott		128 High Street	Canbou	ME	04736
031-119	136 High Street	Armand R. Beausoleil		PO Box 612	Canbou	ME	04736
031-120	8 Glenn Street	Julia A. & Joshua P. Goodale		8 Glenn Street	Canbou	ME	04736
031-121	12 Glenn Street	Alco R. Smart		12 Glenn Street	Canbou	ME	04736
031-126	143 High Street	Noelme F. Day		143A High Street	Canbou	ME	04736
031-127A	137 High Street	Wilber G. Sonia & Patrick C. Labbe		1173 Presque Isle Road	Canbou	ME	04736
034-001	37 Midland Street	April A. Dionne		37 Midland Street	Canbou	ME	04736
034-003	39 Glendale Road	Kevin R. & Jodi D. Cyr		39 Glendale Road	Canbou	ME	04736
034-005	37 Glendale Road	John Doucette, Jr.		37 Glendale Road	Canbou	ME	04736
034-006	37 Hillcrest Avenue	Paula S. Harris		6 Dewberry Drive, Apt 109A	Presque Isle	ME	04769
034-013	33 Midland Street	Raymond R. & Sherrill A. Vogel		PO Box 23	Canbou	ME	04736
034-014	29 Midland Street	Raymond R. Vogel		PO Box 23	Canbou	ME	04736
034-015	27 Midland Street	Carl W. Dorost		27 Midland Street	Canbou	ME	04736
034-017	23 Midland Street	Elle J. Corriveau	c/o Elle Legasse	23 Midland Street	Canbou	ME	04736
034-018	21 Midland Street	Thomas C. & Deborah J. Somers		666 Finson Road, Lot 200	Bangor	ME	04401
034-030	6 Midland Street	Galen S. Tracy		6 Midland Street	Canbou	ME	04736
034-033	12 Midland Street	Amanda Wilcox		PO Box 8346	Portland	ME	04104
034-035	18 Midland Street	Robert J. Lapointe		18 Midland Street	Canbou	ME	04736
034-036	22 Midland Street	Marylou Pike		22 Midland Street	Canbou	ME	04736
034-038	28 Midland Street	Marylou Pike		22 Midland Street	Canbou	ME	04736
034-040	34 Midland Street	Richard P. Argraves		34 Midland Street	Canbou	ME	04736
034-040A	Midland Street	Richard, Alma & Brandon M. Argraves		34 Midland Street	Canbou	ME	04736
034-041	31 Hillcrest Avenue	Paul H. Michaud		12 Farrell Street	Canbou	ME	04736
034-042	29 Hillcrest Avenue	Cavagnaro Properties, LLC		302 Doyle Road	Canbou	ME	04736
034-043	27 Hillcrest Avenue	Cavagnaro Properties, LLC		302 Doyle Road	Canbou	ME	04736
034-044	25 Hillcrest Avenue	George M. Antio		145 Atlantic Avenue	Warwick	RI	02888

Parcel Number	Property Address	Owner Name	Co-Owner	Owner Address	City	State	Zip Code
034-045	23 Hillcrest Avenue	Carl Lee Perry		14 Libby Lane	West Gardiner	ME	04345
034-046	21 Hillcrest Avenue	Marcus & Vonda Philbrook		93 Dudley Street	Presque Isle	ME	04769
034-048	15 Hillcrest Avenue	Robert F. Fern	Phay L. Lim	23 Main Street	Limestone	ME	04750
034-049	11 Hillcrest Avenue	Michael P. Michaud		2441 Springfield Cir	Marionette	GA	30066-5129
034-051	7 Hillcrest Avenue	Dwayne H. Blackwell		29 Long Road	Limestone	ME	04750
034-052	5 Hillcrest Avenue	Louise I. McDougal - Life Estate		196 High Street	Caribou	ME	04736
034-053	3 Hillcrest Avenue	Dwayne H. Blackwell		29 Long Road	Limestone	ME	04750
034-054	36 North Street	Michael & Sonya Thonault		36 North Street	Caribou	ME	04736
034-055	28 North Street	Wilfred Bochard		PO Box 321	Ellendale	TN	38029
034-056	30 North Street	Dwayne Blackwell		29 Long Road	Limestone	ME	04750
034-058	8 Hillcrest Avenue	Dwayne H. Blackwell		29 Long Road	Limestone	ME	04750
034-060	12 Hillcrest Avenue	Orrick E. Damboise		323 Ladner Road, Apt 5	Easton	ME	04740
034-061	14 Hillcrest Avenue	Nancy M. Cyr - Heirs	c/o Nanette Cyr	14 Hillcrest Avenue	Caribou	ME	04736
034-063	20 Hillcrest Avenue	Compound Holdings LLC		PO Box 913	Tolland	CT	06004
034-064	24 Hillcrest Avenue	Pamela Thompson		24 Hillcrest Avenue	Caribou	ME	04736
034-065	26 Hillcrest Avenue	Linda Turcotte		26 Hillcrest Avenue	Caribou	ME	04736
034-066	30 Hillcrest Avenue	Michael R. & Lucia F. Newbegin		17 Hancock Street	Caribou	ME	04736-1909
034-067	32 Hillcrest Avenue	Estate of Clifford J. Mazerolle - Person in Possession	c/o Louis Lavoie	93 Bennett Drive	Caribou	ME	04736
034-068	29 Glendale Road	Anna M. Parker	c/o Cynthia Roy	354 Access Highway	Caribou	ME	04736
034-070	19 Glendale Road	Mark A. & Wendi L. Beaupre		PO Box 721	Tallapoosa	GA	30176-0721
034-070 A	23 Glendale Road	Philip R. & Charlene Brown		23 Glendale Road	Caribou	ME	04736
034-071	17 Glendale Road	Richard A. Bragdon		17 Glendale Road	Caribou	ME	04736
034-072	15 Glendale Road	Lawrence H. Newell		PO Box 875	Caribou	ME	04736
034-073	9 Glendale Road	Raymond & Vicki L. Lewis		9 Glendale Road	Caribou	ME	04736
034-074	7 Glendale Road	Josephine W. Bell - Life Estate		PO Box 901	Caribou	ME	04736
034-075	89 Bennett Drive	Daigle Oil Company		PO Box 328	Fort Kent	ME	04743-0328
034-076	88 Bennett Drive	Matthew & Jessica Holabird		88 Bennett Drive	Caribou	ME	04736
034-077	4 Sperry Drive	Kevin R. & Sharon A. Hodsdon		4 Sperry Drive	Caribou	ME	04736
034-078	8 Sperry Drive	John H. & Brenda A. Bourgeois		8 Sperry Drive	Caribou	ME	04736
034-079	12 Sperry Drive	Jesse P. & Jennifer A. Belanger		12 Sperry Drive	Caribou	ME	04736
034-080	14 Sperry Drive	Mary Jane Chick - Life Estate		14 Sperry Drive	Caribou	ME	04736
034-081	87 Glenn Street	Duska J. Day		20 Fort Hill Street	Fl. Fairfield	ME	04742
034-082 A	82 Bennett Drive	County Federal Credit Union		82 Bennett Drive	Caribou	ME	04736
034-086	11 South Park Street	Robert P. Huston		11 South Park Street	Caribou	ME	04736
034-087	7 South Park Street	David M. & Phyllis L. McIntyre		PO Box 360	Caribou	ME	04736
034-088	5 South Park Street	Nancy Johnston		5 South Park Street	Caribou	ME	04736
034-089	1 South Park Street	Margaret R. Rossignol		1 South Park Street	Caribou	ME	04736
034-090	25 Bennett Drive	David E. Ireland		25 Bennett Drive	Caribou	ME	04736
034-091	23 Bennett Drive	The Moylee Corporation		PO Box 340	Caribou	ME	04736
034-092	21 Bennett Drive	James A. Kavin		1402 New Sweden Road	New Sweden	ME	04762
034-095	13 Bennett Drive	James A. Kavin		1402 New Sweden Road	New Sweden	ME	04762
034-096	16 Bennett Drive	Lester Ouellette		16 Bennett Drive	Caribou	ME	04736
034-097	18 Bennett Drive	Lisa J. & Frederick W. Dobbs		344 Van Buren Road	Caribou	ME	04736
034-098	22 Bennett Drive	Lisa J. & Frederick W. Dobbs		344 Van Buren Road	Caribou	ME	04736
034-101	47 Bennett Drive	Wayne & Cindy S. Damboise		47 Bennett Drive	Caribou	ME	04736
034-102	45 Bennett Drive	Catherine A. Cullers		359 Sweden Street	Caribou	ME	04736
034-103	43 Bennett Drive	Catherine A. Cullers		43 Bennett Drive	Caribou	ME	04736
034-106	35 Bennett Drive	Cole IO Caribou ME, LLC - Irving Oil LTD	Attn: Corp Real Estate	PO Box 868	Calais	ME	04619
034-112	2 Angle Street	Vernie M. Reynolds		2 Angle Street	Caribou	ME	04736
034-113	4 Veronica Street	Karen McDougal		4 Veronica Street	Caribou	ME	04736
034-114	5 Veronica Street	James P. Caron		5 Veronica Street	Caribou	ME	04736-1628
034-115	4 Liberty Street	Rosemary Monahan	Ashley S. Monahan	293 Pratt Road	Woodland	ME	04736
034-116	3 Veronica Street	Samantha A. Rossignol	Bryan C. Greenwood	3 Veronica Street	Caribou	ME	04736
034-118	8 Veronica Street	Lisa L. & Darren R. Woods		292 Sweden Street	Caribou	ME	04736
034-119	14 Liberty Street	Joseph & Erdine Rael		25 Lucas Street	Ridgeland	SC	29936

Parcel Number	Property Address	Owner Name	Co-Owner	Owner Address	City	State	Zip Code
034-120	9 Hancock Street	Ronald & Cheryl Damberger		406 Broadway Street	Petaluma	CA	94952
034-122	5 Hancock Street	Timothy Rand		5 Hancock Street	Caribou	ME	04736
034-123	3 Hancock Street	Timothy A. Rand		5 Hancock Street	Caribou	ME	04736
034-124	23 North Street	Daniel J. Amato		74 Centerline Road	Prosque Isle	ME	04769
034-125	26 Liberty Street	Gerald L. Redker, Sr.		14 Hickory Hill	Southington	CT	06489
034-126	30 Liberty Street	Galen R. Tracy - Dev	c/o Mary A. Porter	29 Liberty Street	Caribou	ME	04736
034-128	13 Hancock Street	Ronald E. Miller, Jr.		13 Hancock Street	Caribou	ME	04736
034-129	17 Liberty Street	Mark J. Cyr		17 Liberty Street	Caribou	ME	04736
034-130	14 Veronica Street	Anthony L. & Kenneth A. Caparotta		14 Veronica Street	Caribou	ME	04736
034-131	18 Veronica Street	Kathy P. Cuelletto & Sharon P. Knight	c/o Paul Capola	18 Veronica Street	Caribou	ME	04736
034-132	20 Veronica Street	Mortgage Menders, LLC		5207 Stoneridge Court	Rosenberg	TX	74688
034-133	22 Veronica Street	Debra Gagnon		21 Veronica Street	Caribou	ME	04736
034-137	17 Hancock Street	Michael R. & Lucia F. Newbegin		17 Hancock Street	Caribou	ME	04736
034-138	25 Liberty Street	City of Caribou		25 High Street	Caribou	ME	04736
034-139	16 Hancock Street	Lawrence H. Newell		PO Box 875	Caribou	ME	04736
034-140	18 Hancock Street	Donald E. & Eva M. Hardison		18 Hancock Street	Caribou	ME	04736
034-144	29 Liberty Street	Galen R. Tracy - Dev	c/o Mary A. Porter	29 Liberty Street	Caribou	ME	04736
034-145	31 Liberty Street	Daniel J. Phelan		31 Liberty Street	Caribou	ME	04736
034-146	35 Liberty Street	Tressa L. Donovan		35 Liberty Street	Caribou	ME	04736
034-158	Belmont Street	Karen Johns & Ed Van Dusen		10 South Park Street	Caribou	ME	04736
034-159	23 Veronica Street	Lisa M. Fortin - King		43 Bates Road	Merimack	NH	03054
034-160	21 Veronica Street	Debra L. Gagnon		21 Veronica Street	Caribou	ME	04736
034-161	17 Veronica Street	Kevin J. Massey		17 Veronica Street	Caribou	ME	04736
034-162	15 Veronica Street	Earl R. Anderson, Jr.		16 Old Belfast Road	Frankfort	ME	04438
034-163	7 Liberty Street	Daniel & Germaine L. Dube		7 Liberty Street	Caribou	ME	04736
034-164	3 Liberty Street	Michael R. Beaulieu		PO Box 982	Caribou	ME	04736
034-166	4 South Park Street	Milton B. Paddleford		4 South Park Street	Caribou	ME	04736
034-167	8 South Park Street	Danielle McLaughlin		8 South Park Street	Caribou	ME	04736
034-168	10 South Park Street	Carol R. Robbins		10 South Park Street	Caribou	ME	04736
034-169	14 South Park Street	Karen Johns & Ed Van Dusen		696 Triand Drive	Ontario	OR	97914
035-009	22 Reservoir Street	Mockler Funeral Home		PO Box 27	Caribou	ME	04736
035-012	17 Caroline Avenue	Joanne M. Cyr		17 Caroline Avenue	Caribou	ME	04736
035-030	40 Elmwood Avenue	Karen L. Wakem		40 Elmwood Avenue	Caribou	ME	04736
035-031	44 Elmwood Avenue	Eric Gagnon		44 Elmwood Avenue	Caribou	ME	04736
035-032	3 Elmwood Avenue	Timothy L. & Dorina P. Jones		PO Box 1122	Caribou	ME	04736
035-033	7 Elmwood Avenue	Roy E. Woods		19 Elmwood Avenue	Caribou	ME	04736-1903
035-034	11 Elmwood Avenue	Dana G. Jones		11 Elmwood Avenue	Caribou	ME	04736
035-035	9 Elmwood Avenue	Donald E. Carson, Jr.		9 Elmwood Avenue	Caribou	ME	04736
035-036	13 Elmwood Avenue	Eric J. & Christine M. Mockler		13 Elmwood Avenue	Caribou	ME	04736
035-037	15 Elmwood Avenue	Terry S. Cullins		PO Box 157	Caribou	ME	04736
035-038	19 Elmwood Avenue	Roy E. Woods		19 Elmwood Avenue	Caribou	ME	04736
035-039	23 Elmwood Avenue	Gazak, LLC		PO Box 108	Skippack	PA	19474-0108
035-040	27 Elmwood Avenue	Janet J. Woods		27 Elmwood Avenue	Caribou	ME	04736
035-041	31 Elmwood Avenue	Roy E. & Janet J. Woods		19 Elmwood Avenue	Caribou	ME	04736
035-042	33 Elmwood Avenue	Donald J. & Deborah A. Stairs		33 Elmwood Avenue	Caribou	ME	04736
035-043	37 Elmwood Avenue	Philip Turner		37 Elmwood Avenue	Caribou	ME	04736
035-044	39 Elmwood Avenue	Maurice W. Pelletier	Laurie Ann (Spino) Pelletier	39 Elmwood Avenue	Caribou	ME	04736
035-045	43 Elmwood Avenue	Bryan L. & Debra A. Forbes		679 South Shore Road	Stockholm	ME	04783
035-046	29 Pilgrim Road	Scott G. & Susan E. Anderson		29 Pilgrim Road	Caribou	ME	04736
035-047	92 Glenn Street	Scott R. Tracy	Kristy L. James	92 Glenn Street	Caribou	ME	04736
035-048	88 Glenn Street	Clinton Wendell Paul Carter	Janell R. St. Peter	88 Glenn Street	Caribou	ME	04736
035-049	60 Glenn Street	Regional School Unit No. 39		75 Bennett Drive	Caribou	ME	04736
035-049A	82 Glenn Street	Troy W. Haney	d/b/a Haney's Building Specialties	236 Van Buren Road	Caribou	ME	04736
035-050	50 Glenn Street	Larry H. Newell		PO Box 875	Caribou	ME	04736
035-052	22 Franklin Street	Terry L. Fortin - Life Estate		22 Franklin Street	Caribou	ME	04736

Parcel Number	Property Address	Owner Name	Co-Owner	Owner Address	City	State	Zip Code
035-053	12 Franklin Street	Katherine E. Scott	Meghan B. Scott	12 Franklin Street	Caribou	ME	04736
035-054	10 Elmwood Avenue	David V. & Denise A. Bell		10 Elmwood Avenue	Caribou	ME	04736
035-055	12 Elmwood Avenue	David A. & Nancy T. Holabird		12 Elmwood Avenue	Caribou	ME	04736
035-056	16 Elmwood Avenue	Cindy M. Reiff		16 Elmwood Avenue	Caribou	ME	04736
035-057	20 Elmwood Avenue	Ritanne Cavanaugh Gazak		PO Box 108	Skippack	PA	19474-0108
035-073	24 Park Street	Laurie A. Mueller		49 Main Street, Apt C12	Caribou	ME	04736
035-074	30 Park Street	Sterling R. Tibbitts - Dec	c/o Kirk S. Tibbitts PR	49 Superior Drive	Caribou	ME	04736
035-075	34 Park Street	Andrew D. Cooper		34 Park Street	Caribou	ME	04736
035-076	38 Park Street	Gary R. St. Peter		6 Center Street	Caribou	ME	04736
035-078	44 Park Street	Edwin M. Bulford		44 Park Street	Caribou	ME	04736
035-079	36 Glenn Street	Kent B. Phair & Lon Knight-Phair		36 Glenn Street	Caribou	ME	04736
035-080	38 Glenn Street	Donald F. Chapman		38 Glenn Street	Caribou	ME	04736
035-081	42 Glenn Street	Royall, Inc.		17 Thomas Avenue	Caribou	ME	04736
035-082	46 Glenn Street	Jonathan M. Freedman		128 Manning Mill Rd	Hampden	ME	04444
035-082A	25 Franklin Street	David M. & Phyllis L. McIntyre		PO Box 360	Caribou	ME	04736
035-083	11 Franklin Street	Kimber C. & Cynthia M. Noyes		PO Box 547	Caribou	ME	04736
035-109	16 Glenn Street	James D. Jolbert		16 Glenn Street	Caribou	ME	04736
035-110	18 Glenn Street	Kyle Plesniak & Shannon D. Espling		18 Glenn Street	Caribou	ME	04736
035-111	22 Glenn Street	Clifton Jerome Bockoff		22 Glenn Street	Caribou	ME	04736
035-112	24 Glenn Street	Darla M. Wambold		2725 N Shirley Street	Tacoma	WA	98407-3325
035-113	26 Glenn Street	Salim J. & Jacqueline A. Tourk		26 Glenn Street	Caribou	ME	04736
035-114	39 Park Street	Elizabeth M. & William B. Flagg		1695 South Shore Road	Stockholm	ME	04783
035-115	37 Park Street	Cynthia J. Harvey		37 Park Street	Caribou	ME	04736
035-116	33 Park Street	Jacqueline L. Eye		33 Park Street	Caribou	ME	04736
035-116A	32 Hammond Street	Wilbur & Sonia Labbe		1173 Presque Isle Road	Caribou	ME	04736
035-117	29 Park Street	Marilyn A. Swenson		29 Park Street	Caribou	ME	04736
035-118	27 Park Street	Nancy Todd		PO Box 298	Caribou	ME	04736
035-137	28 Hammond Street	T. D. Bank N.A.		2035 Limestone Road	Wilmington	DE	19808
035-138	30 Hammond Street	Burleigh W. Craig, Jr.	Darlen G. Craig	30 Hammond Street	Caribou	ME	04736-2707
038-014	145 Bennett Drive	State of Maine		16 State House Station	Augusta	ME	04333-0016
038-070	34 Glendale Road	Reginaud V. Thompson - Life Estate		34 Glendale Road	Caribou	ME	04736
038-071	38 Glendale Road	Dale & Bonnie Doak		38 Glendale Road	Caribou	ME	04736
038-074	Glendale Road	State of Maine		16 State House Station	Augusta	ME	04333-0016
038-074A	Glendale Road	Caribou Utilities District		PO Box 879	Caribou	ME	04736-0879
038-075	Glendale Road	City of Caribou		25 High Street	Caribou	ME	04736
039-187	104 Glenn Street	Theresa A. Cyr		104 Glenn Street	Caribou	ME	04736-1135
039-188	43 Westwind Drive	James P. Redman		43 Westwind Drive	Caribou	ME	04736
039-189	41 Westwind Drive	Theresa L. Oullette		41 Westwind Drive	Caribou	ME	04736-1934
039-190	55 Elmwood Avenue	Ronnie & Janet M. Rohn		55 Elmwood Avenue	Caribou	ME	04736
039-207	24 Pilgrim Road	Richard W. & Denise M. Mullen		24 Pilgrim Road	Caribou	ME	04736
039-208	28 Pilgrim Road	Hope & Donald Skidgel		28 Pilgrim Road	Caribou	ME	04736
039-209	32 Pilgrim Road	Laurie S. Ireland		32 Pilgrim Road	Caribou	ME	04736
039-210	98 Glenn Street	Ricky L. & Marianne M. Wasson		98 Glenn Street	Caribou	ME	04736
039-224	105 Glenn Street	Bryan Anthony Harper		PO Box 183	Caribou	ME	04736
039-225	101 Glenn Street	Thomas H. Proulx		82 Martha Street	Fall River	MA	02702
039-226	99 Glenn Street	Galen W. & Patricia R. Dorman		99 Glenn Street	Caribou	ME	04736
039-227	17 Sperry Drive	Russell Family Living Trust	James & Marjorie Russell - Trustees	17 Sperry Drive	Caribou	ME	04736
039-228	13 Sperry Drive	Sharon Raymond		13 Sperry Drive	Caribou	ME	04736
039-229	11 Sperry Drive	Frederick D. Kimball	Trudy Joyce	11 Sperry Drive	Caribou	ME	04736
039-230	7 Sperry Drive	Kevin P. & Claudia K.L. St. Peter		7 Sperry Drive	Caribou	ME	04736
039-231	92 Bennett Drive	Frederick W. & Lisa J. Dobbs		344 Van Buren Road	Caribou	ME	04736
039-232	98 Bennett Drive	Houlton Farms Dairy, Inc.		25 Commonwealth Avenue	Houlton	ME	04730
039-233	10 Laurette Circle	Thelma Morin		10 Laurette Circle	Caribou	ME	04736-1947
039-235	11 Laurette Circle	Roy E. & Beth Ann Alden		11 Laurette Circle	Caribou	ME	04736
039-237	3 Laurette Circle	Caribou Church of Christ		9 Laurette Circle	Caribou	ME	04736

Parcel Number	Property Address	Owner Name	Co-Owner	Owner Address	City	State	Zip Code
039.272	105 Bennett Drive	Kaladin Trust Company	Attn: Finance Department	PO Box 36	Houlton	ME	04730
039.277	12 Laurette Street	Plourde and Plourde, Inc.	c/o Robert Plourde	11 Laurette Street	Caribou	ME	04736
039.290	145 Bennett Drive	State of Maine		16 State House Station	Augusta	ME	04333-0016
039.293	13 Laurette Street	Justin R. Bell	Richard H. Bell	480 New Duntown Road	Wade	ME	04786
039.294	11 Laurette Street	Plourde and Plourde, Inc.	c/o Robert Plourde	11 Laurette Street	Caribou	ME	04736
039.295	9 Laurette Street	Plourde & Plourde Inc.		11 Laurette Street	Caribou	ME	04736
039.296	97 Bennett Drive	Tammie L. Crouch	Christopher R. Fournier	PO Box 949	Caribou	ME	04736
039.297	93 Bennett Drive	Louis Lavoie, Jr.		93 Bennett Drive	Caribou	ME	04736
039.298	8 Glendale Road	Richard C. & Doreen E. Akerson		21 Windy Hill Drive	Caribou	ME	04736
039.299	12 Glendale Road	Arita M. Dionne - DEC	c/o Steven Dionne	12 Glendale Road	Caribou	ME	04736
039.300	14 Glendale Road	Doris V. Polkey		14 Glendale Road	Caribou	ME	04736
039.301	18 Glendale Road	Janice Beaudieu		18 Glendale Road	Caribou	ME	04736
039.302	20 Glendale Road	Vernon G. & Jean Jolbert		20 Glendale Road	Caribou	ME	04736
039.303	24 Glendale Road	Ruth M. Getchell - Life Estate		457 Main Street	Caribou	ME	04736
039.304	26 Glendale Road	Scott E. Thibodeau		26 Glendale Road	Caribou	ME	04736
039.305	30 Glendale Road	Mark A. & Angel S. Levesque		88 Plante Road	Caribou	ME	04736

Report	2
CS 0	3
CS 1	4
CS 2	5
OVERALL EXISTING CONDITIONS & DEMO	6
EXISTING CONDITIONS & DEMO PLAN - PHASE 1 & 2	7
EXISTING CONDITIONS & DEMO PLAN - PHASE 1 & 3	8
EXISTING CONDITIONS & DEMO PLAN - PHASE 1 & 4	9
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SITE OVERALL	12
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site ph 3	15
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grading ph 1	18
grading ph 2 & 3	19
grading ph 4 & 5	20
UTILITY OVERALL	21
utility ph 1	22
utility ph 2 & 3	23
utility ph 4 & 5	24
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CD 1, section	26
CD 2, section	27
CD 3, section	28
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PROPOSED UTILITY	33
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Notes: 1. All dimensions are in feet and inches unless otherwise noted.	40
END	41

PHASES 2 THRU 5
SITE DEVELOPMENT PLANS
FOR
PreK-8 SCHOOL
CARIBOU, MAINE
CONCEPT PLAN REVIEW
NOVEMBER 10, 2017

PREPARED BY

<u>LOCAL</u>	<u>GOVERNING BODY</u>	<u>STATUS</u>
SITE DESIGN REVIEW	CITY OF CARUBU PLANNING BOARD 20 INDIAN STREET CARUBU, MAINE 04731 207 493-3544 ALAN PERRY THOMPSON	COMMISSIONER OF
<u>STATE</u>		
SITE LOCATION OR DEVELOPMENT APPLICABLE	MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION PLANNING AND BUDGET OFFICE 1225 CENTRAL AVENUE PORTLAND, MAINE 04269 207 761-0747 ALAN KICKLANDER	TRB
MAINTENANCE AGREEMENT PERMIT	MAINE DEPARTMENT OF TRANSPORTATION RENEWABLE 100 STATE STREET PORTLAND, MAINE 04269-2280 307 PACIFIC ALAN KICKLANDER	PERMIT TO OCCUPY
MAINTENANCE PERMIT	CITY OF CARUBU PLANNING BOARD 20 INDIAN STREET CARUBU, MAINE 04731 207 493-3544 ALAN PERRY THOMPSON	TRB
STREET CLOSING	MAINE DEPARTMENT OF TRANSPORTATION RENEWABLE 100 STATE STREET PORTLAND, MAINE 04269-2280 307 PACIFIC ALAN KICKLANDER	TRB
AIR EMISSIONS PERMIT	MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION DEVELOPMENT AND QUALITY 212 CANAL ROAD PORTLAND, MAINE 04103	TRB

VICE PRESIDENT
MICHAEL BROWN (BROWN ENGINEERING LLC)
10000 N. HARRIS AVE. SUITE 200
DALLAS, TEXAS 75243
214.881.2020
ATTN: STEVEN BULLIPEY / MARK TATENO
EMAIL: STEVEN@BULLIPEY.COM
MARK@TATENOENGINEERING.COM

ADVERTISING
1000 PUBLISHERS
2007 GARDEN STREET
PORTLAND, MAINE 04107
207.775.4520
ATTN: CHERRIE LUPHAM
EMAIL: LUPHAM@TATENO.COM

Mechanical, Electrical, Plumbing & Structural
1000 WINDWARD STREET
PO BOX 2000
200 200-2000 HAWAII
202.225.4194
BRIAN KIRBY / KIRBY INC
EMAIL: CFAUCER@KIRBY-ENG.COM

ENGINEER
P. J. ALLEN
P. J. ALLEN & ASSOCIATES
UNION, MAINE 04001
207.557.4210
ATTN: STANLEY J. ALLEN JR.
EMAIL: STAN@PJALLEN.COM

ARCHITECTURAL & ENGINEERING
KERNAL VIGOR & PROTE, INC.
10000 W. HARTFORD, P.O. BOX 100
HOLMDEDE, MAINE 04047
207.862.4444
ATTN: KYLE STEVENS
EMAIL: KYLE@KERNALVIGORANDPROTE.COM

GEOTECHNICAL ENGINEERING INC.
S.W. COLE ENGINEERING INC.
31 LARK STREET
DANFORTH, MAINE 04017
207.772.6110
ATTN: ROBERT E. CHAPUT

TRANSIT
CONCRETE MASTER CONSULTING ENGINEERS, INC.
200 S. DIXIE DR. DIXIE
SUITE B
SOUTHPORT, MAINE 04089
207.772.6110
ATTN: RANDY DIXON, P.E.
EMAIL: RANDY@CONCRETEMASTERS.COM

ARCHITECTS & ENGINEERS
10000 N. HARRIS AVE. SUITE 200 ACME TRAIL LLC
30 MARINA ROAD
NARADON, MAINE 04059
207.772.4274
ATTN: JOSHUA THOMPSON
EMAIL: JTHOMPSON@ACMETRAIL.COM

RSU 39 SCHOOL CAMPUS
Caribou, ME 04736

me	date	person
Name and Surname		

2018 10/5
12/10/2018

77948
COMPTON
REVIEW
P40201

COVER SHEET

C1.

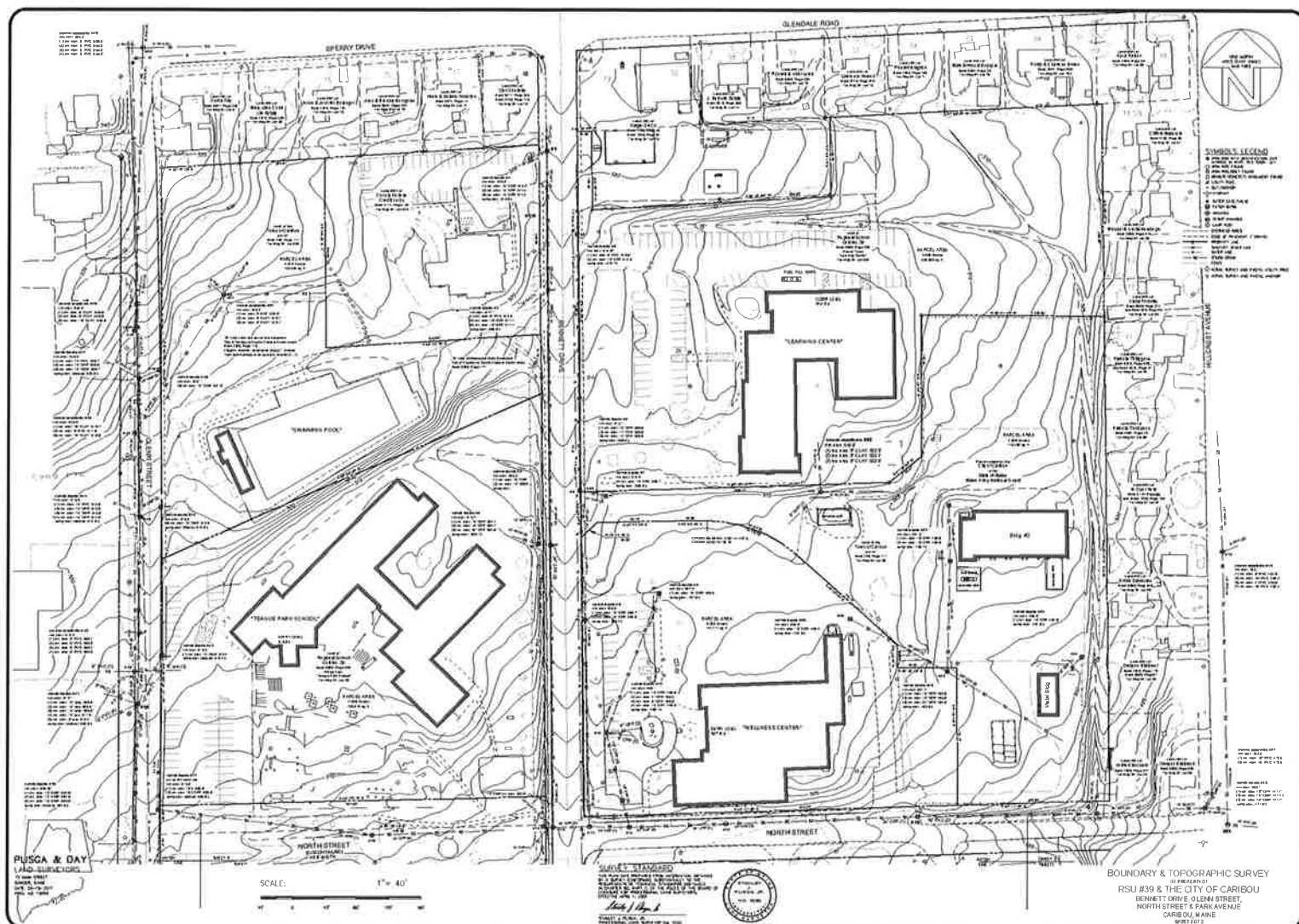
PRELIMINARY - NOT FOR CONSTRUCTION

Approved by the Cambridge Planning Board

—continued on p. 108

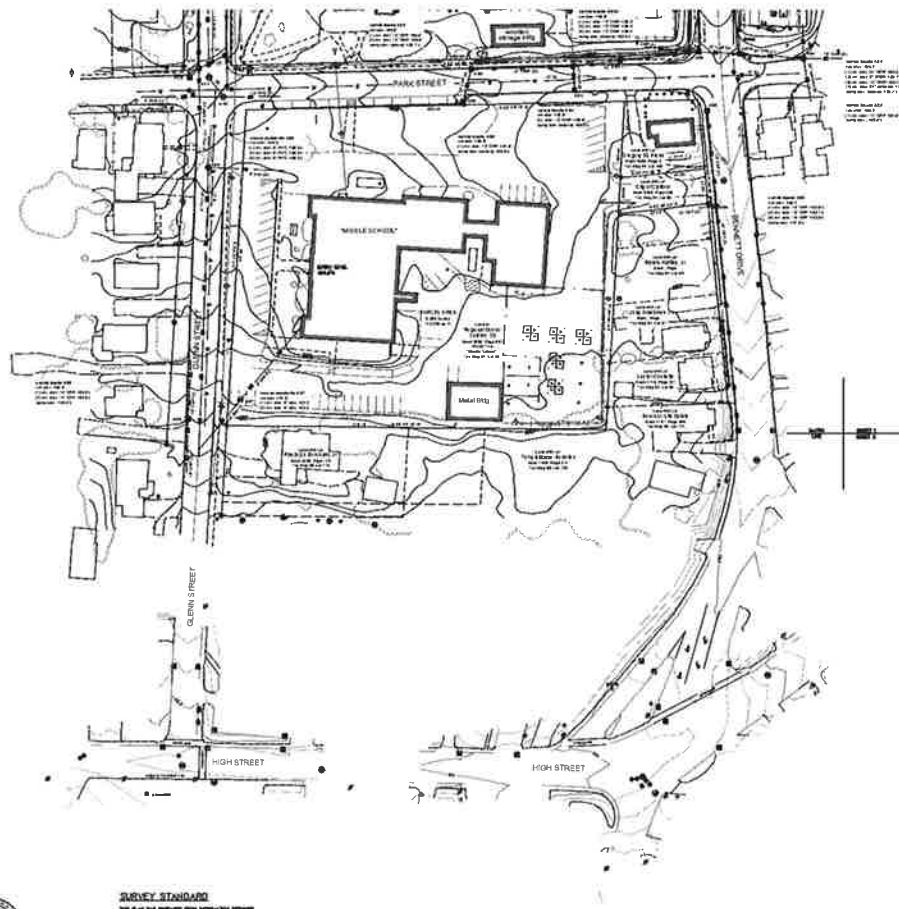
C1.0

C1.1





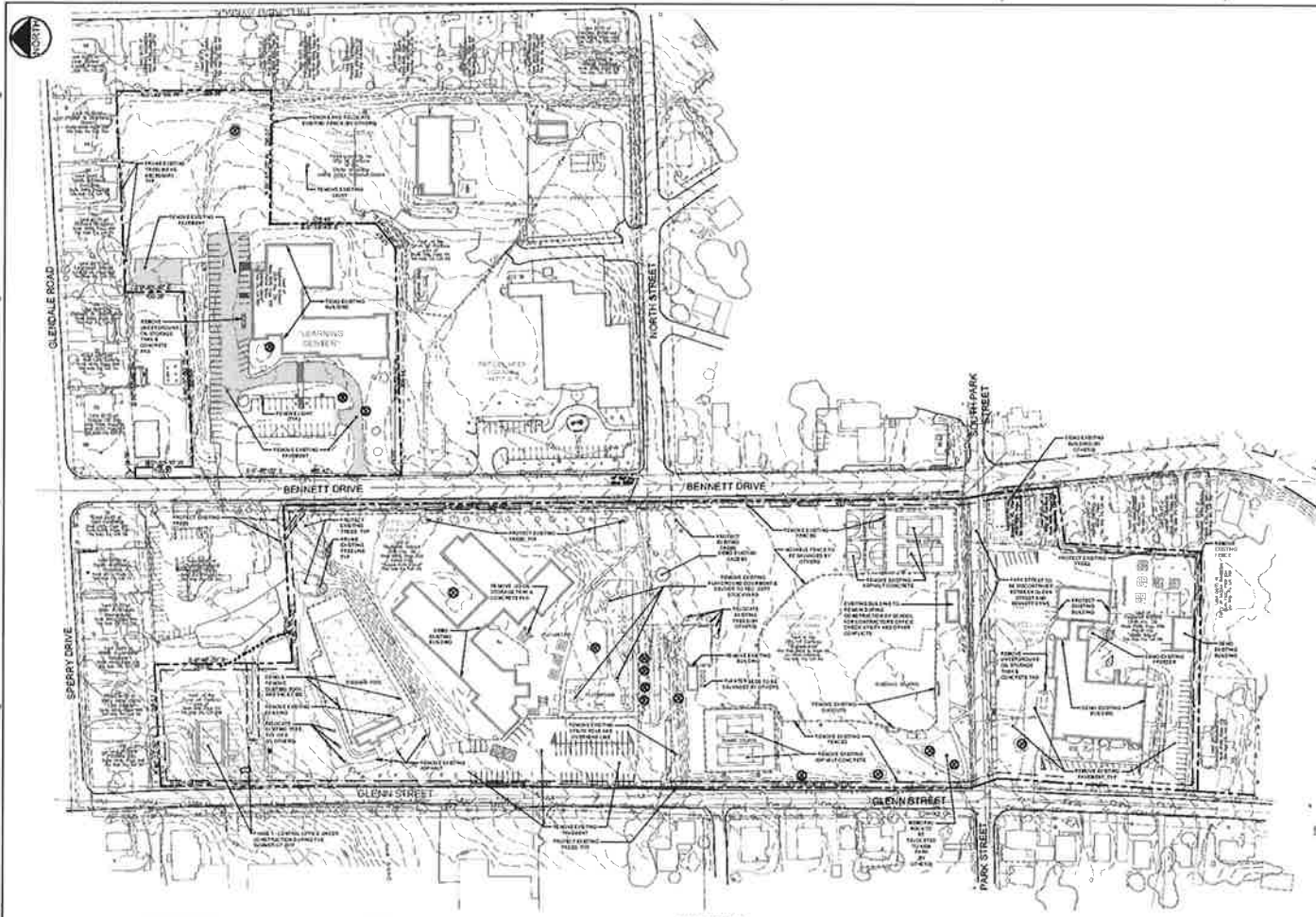
- SYMBOLS LEGEND**
- 1. BOUNDARY LINE
 - 2. EASEMENT
 - 3. EASEMENT
 - 4. EASEMENT
 - 5. EASEMENT
 - 6. EASEMENT
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SURVEY STANDARD
BY THE MAINE BOARD OF SURVEYORS
AND MAPS
JUNE 1, 1988
MAINE BOARD OF SURVEYORS AND MAPS
BANGOR, MAINE

SCALE: 1" = 40'

BOUNDARY & TOPOGRAPHIC SURVEY
OF PROPERTY OF
RSU #39 & THE CITY OF CARIBOU
BENNETT DRIVE, O'LEARY DRIVE,
NORTH STREET & PARK AVENUE
CARIBOU, MAINE
SHEET 2 OF 2



REMOVALS LEGEND

- ② INDICATES REMOVAL OF EXISTING STRUCTURE TO BE RECONSTRUCTED

NOTES

1. ONLY EXISTING FOUNDATIONS AND CONCRETE SLABS SHALL BE RECONSTRUCTED, EXCEPT WHERE SHOWN OTHERWISE.
2. EXISTING FOUNDATIONS SHALL BE RECONSTRUCTED WITH A MINIMUM OF 12" OF CONCRETE. EXISTING FOUNDATIONS SHALL BE RECONSTRUCTED WITH A MINIMUM OF 12" OF CONCRETE. EXISTING FOUNDATIONS SHALL BE RECONSTRUCTED WITH A MINIMUM OF 12" OF CONCRETE.

PLAN REFERENCES

1. EXISTING CD METRIC MECHANICAL AND ELECTRICAL SURVEY CONDUCTED BY FIDELITY & SONS, INC. IN THE SUMMER OF 2017.

PRELIMINARY - NOT FOR CONSTRUCTION



Stantec

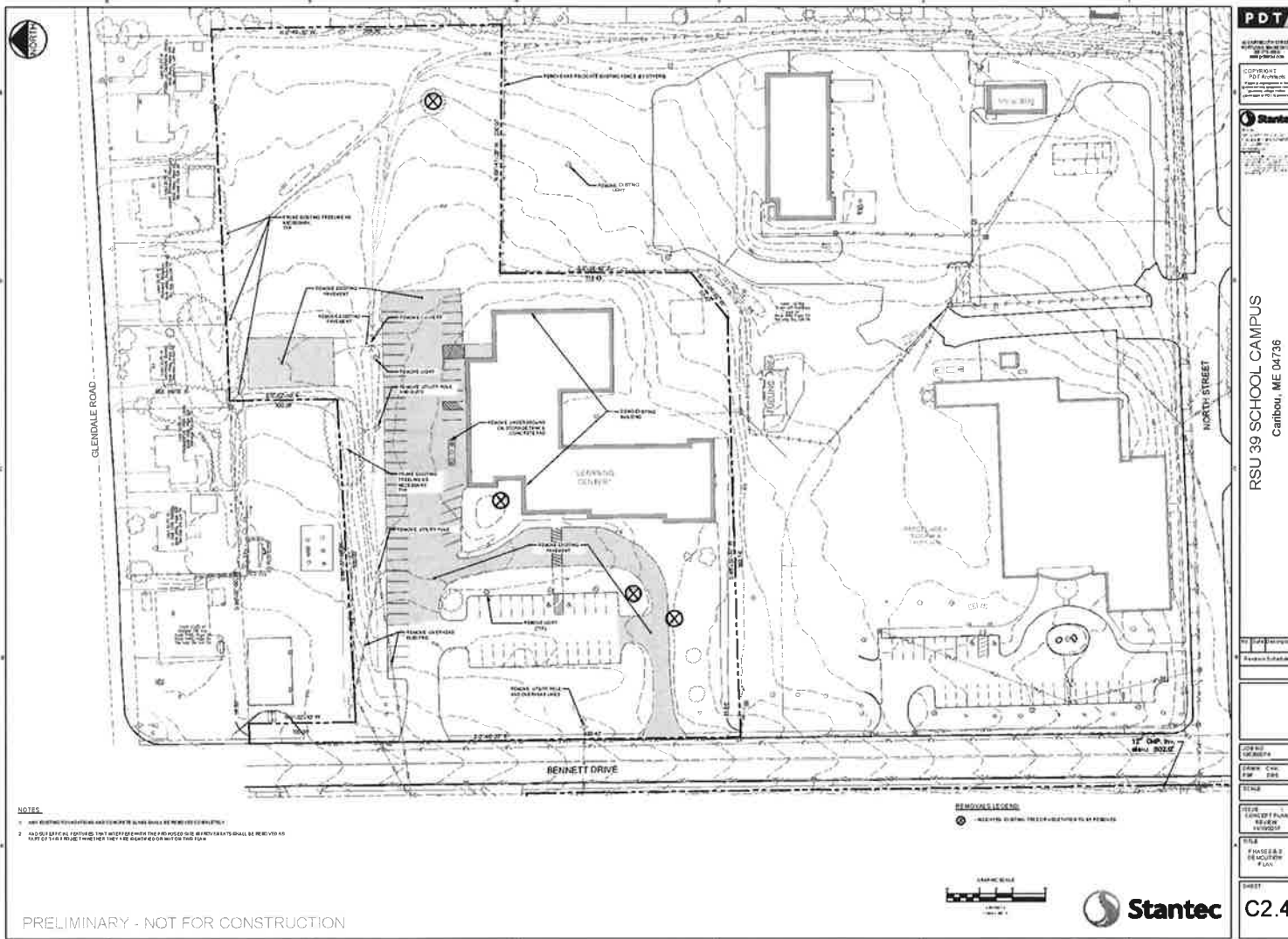
PDT

REVISIONS
DATE
BY
DESCRIPTION

RSU 39 SCHOOL CAMPUS
Caribou, ME 04736

NO. 1
NO. 2
NO. 3
NO. 4
NO. 5
NO. 6
NO. 7
NO. 8
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C2.3



PDT

RSU 39 SCHOOL CAMPUS
Caribou, ME 04736

Stantec

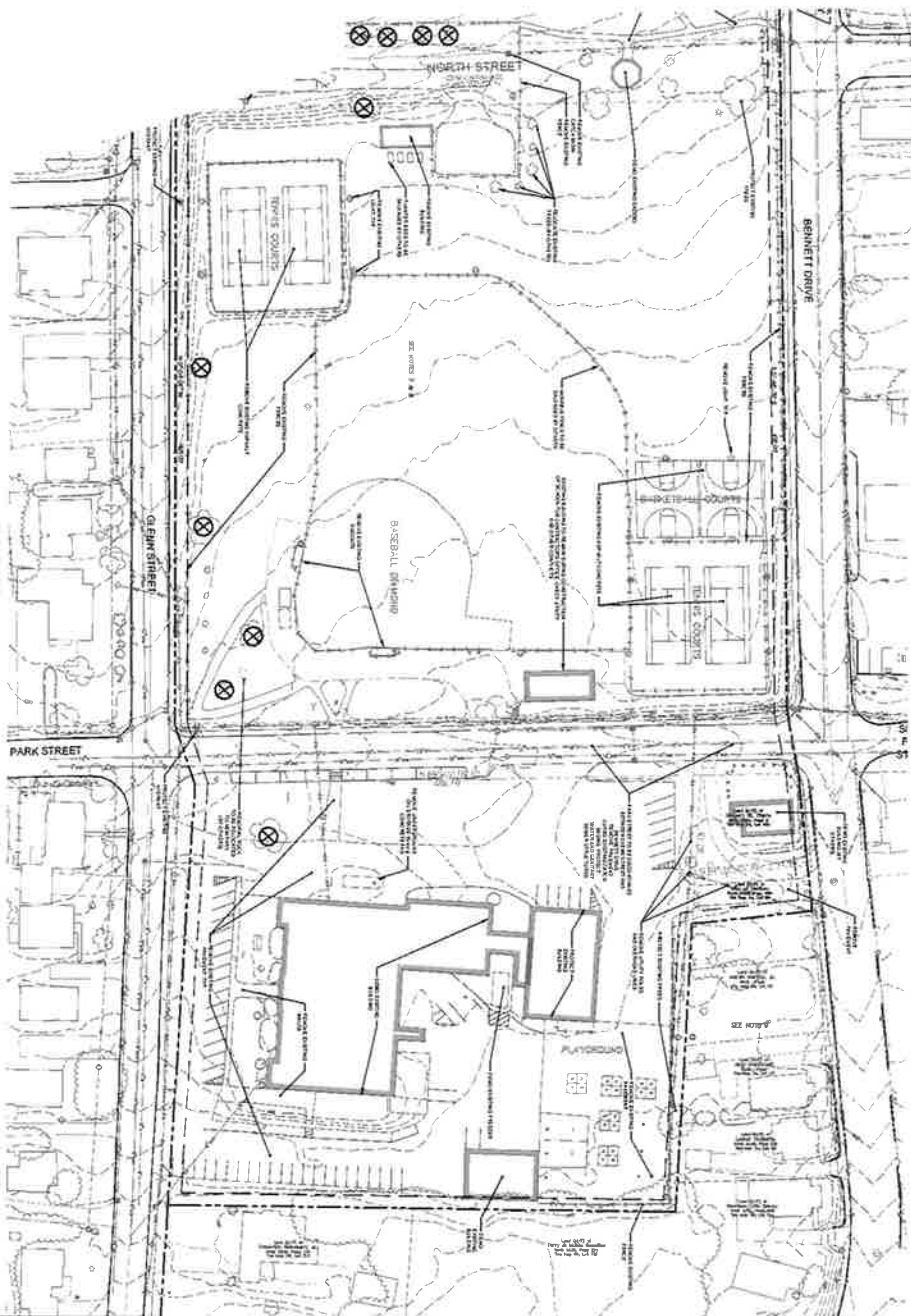
PROJECT: RSU 39 SCHOOL CAMPUS
DATE: 10/1/2019
BY: J. B. BROWN
CHKD BY: J. B. BROWN
APP'D BY: J. B. BROWN

REVISIONS:

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	10/1/2019

SCALE: 1" = 40' HORIZ. 1" = 10' VERT.

FILE: RSU 39 SCHOOL CAMPUS
PROJECT: RSU 39 SCHOOL CAMPUS
SHEET: C2.4



1. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
2. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
3. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.
4. ALL DIMENSIONS ARE TO FACE UNLESS NOTED OTHERWISE.

PRELIMINARY - NOT FOR CONSTRUCTION

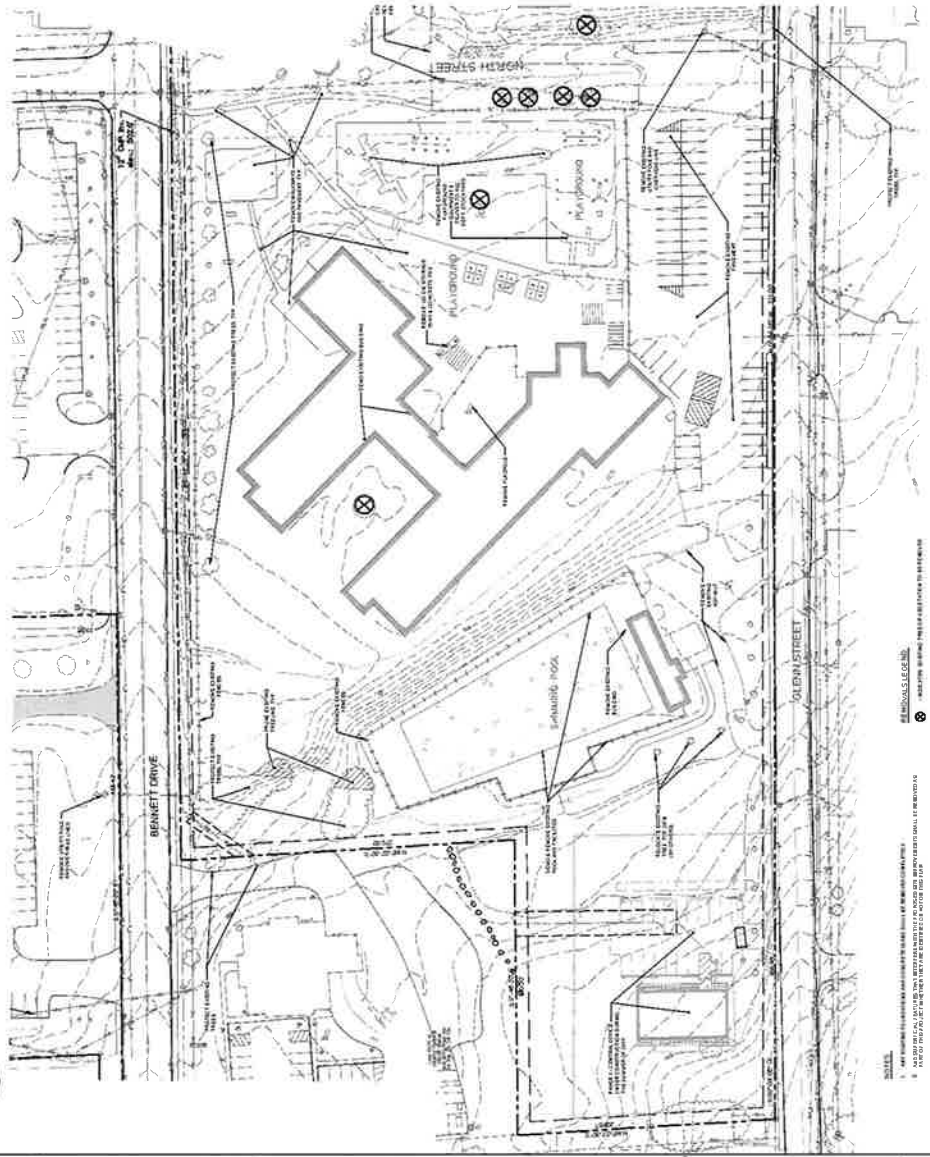


C2.5

RSU 39 SCHOOL CAMPUS
Caribou, ME 04736

PDT

PROJECT: RSU 39 SCHOOL CAMPUS
SHEET: C2.5
DATE: 10/1/2024
DRAWN BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]



- NOTES:**
- 1. SEE EXISTING SITE PLAN AND CONSTRUCTION NOTES FOR ALL DIMENSIONS AND DETAILS.
 - 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 - 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 - 4. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

PRELIMINARY - NOT FOR CONSTRUCTION



C2.6

PDT

PROJECT: RSU 39 SCHOOL CAMPUS

DATE: 08/20/2024

PROJECT: RSU 39 SCHOOL CAMPUS

RSU 39 SCHOOL CAMPUS
Caribou, ME 04736

PROJECT: RSU 39 SCHOOL CAMPUS

DATE: 08/20/2024

PROJECT: RSU 39 SCHOOL CAMPUS

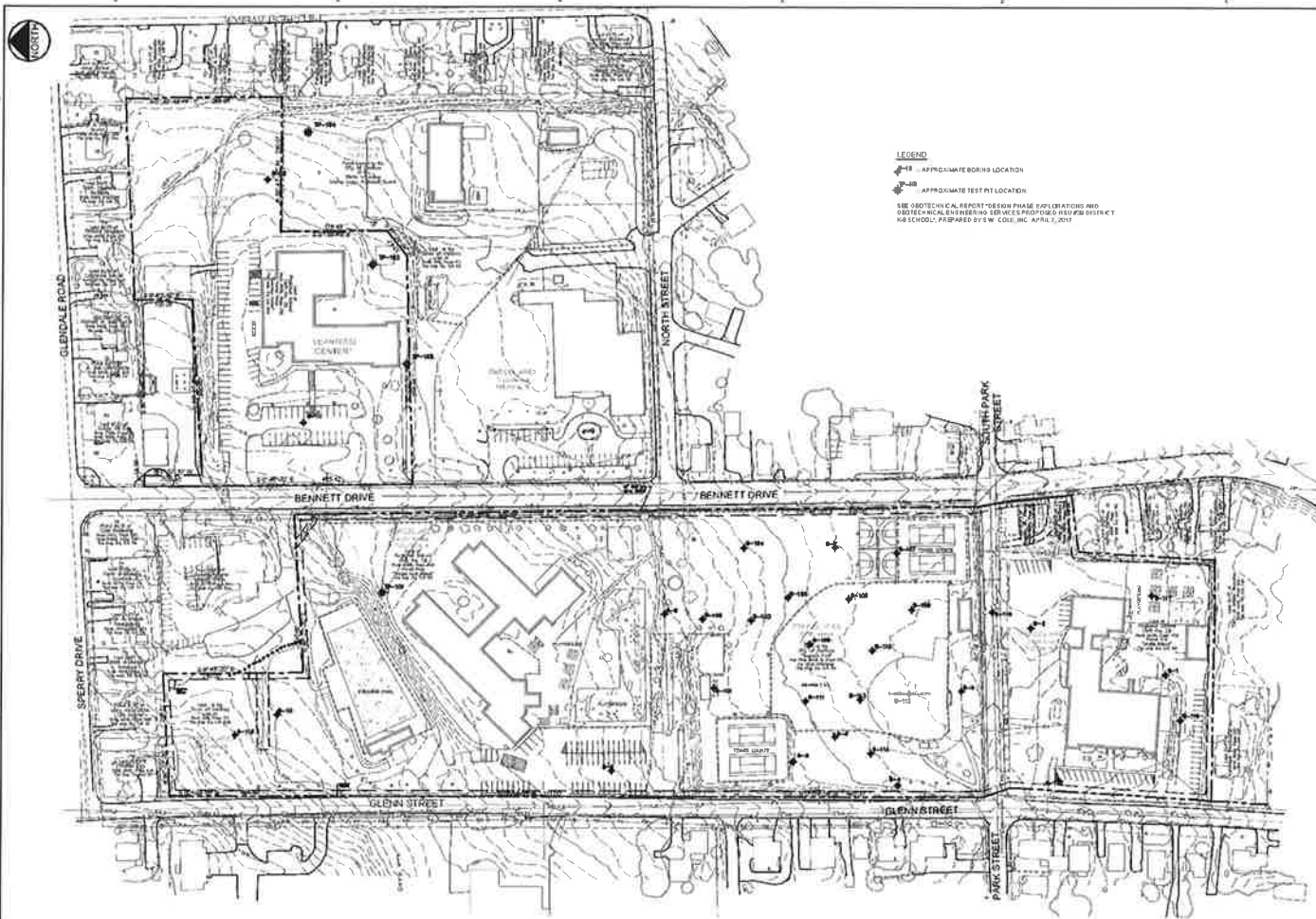
DATE: 08/20/2024

PROJECT: RSU 39 SCHOOL CAMPUS

DATE: 08/20/2024

PROJECT: RSU 39 SCHOOL CAMPUS

DATE: 08/20/2024



LEGEND

○✕ APPROXIMATE BORING LOCATION

○● APPROXIMATE TEST PIT LOCATION

SEE GEOTECHNICAL REPORT "DESIGN PHASE EXPLORATIONS AND GEOTECHNICAL ENGINEERING SERVICES PROVIDED FOR RSU 39 DISTRICT K-8 SCHOOL, PREPARED BY S.W. COLE, INC. APRIL 7, 2017"

PRELIMINARY - NOT FOR CONSTRUCTION



PDT

PROJECT: RSU 39 SCHOOL CAMPUS
 SHEET: C2.7
 DATE: 04/17/2017
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

RSU 39 SCHOOL CAMPUS
 Caribou, ME 04736

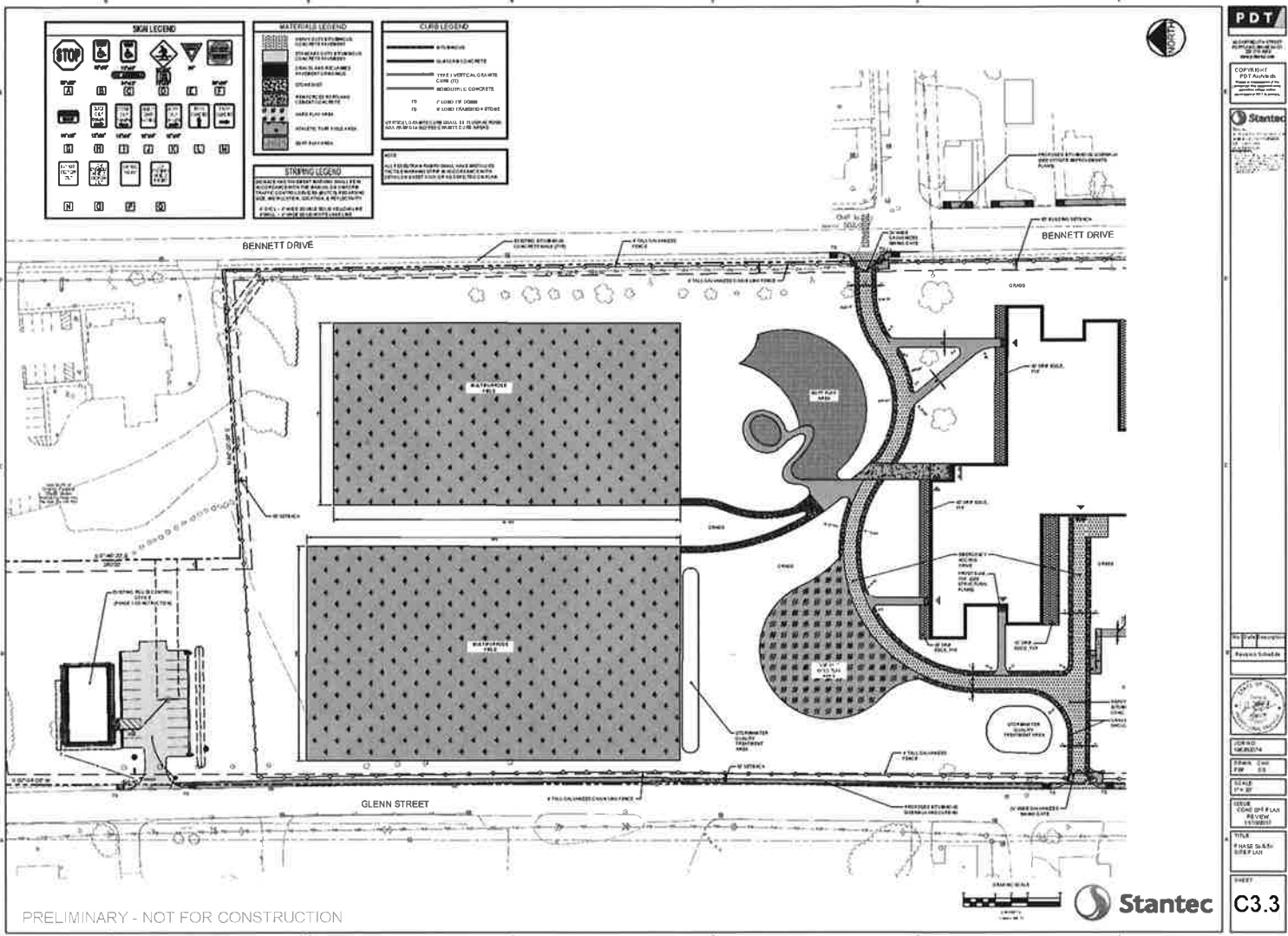
PROJECT	RSU 39 SCHOOL CAMPUS
DESIGNER	SWC
DATE	04/17/2017
SCALE	AS SHOWN
TITLE	GEOTECHNICAL PLAN
SHEET	C2.7

SIGN LEGEND	
STOP	1
YIELD	2
NO LEFT TURN	3
NO RIGHT TURN	4
NO U-TURN	5
NO THROUGH TRUCKS	6
NO TRUCKS	7
NO MOTORCYCLES	8
NO BICYCLES	9
NO PEDESTRIANS	10
NO HORSE CARRIAGES	11
NO VEHICLES	12
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NO PEDESTRIANS	100

MATERIALS LEGEND	
CONCRETE	1
ASPHALT	2
GRAVEL	3
CLAY	4
SAND	5
ROCK	6
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STONE	8
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ADG	100

STANDARD LEGEND	
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PRELIMINARY - NOT FOR CONSTRUCTION

LINE	NO.	TYPE	DEPTH	SLABS
1	1	12"	12"	12"

LINE	NO.	TYPE	DEPTH	SLABS
1	1	12"	12"	12"

SEWER APPURTENANCE SCHEDULE

LINE	NO.	TYPE	DEPTH	SLABS
1	1	12"	12"	12"



CS.1

PLANS

UTILITY PLAN

DATE

1/1/2011

PROJECT

1/1/2011

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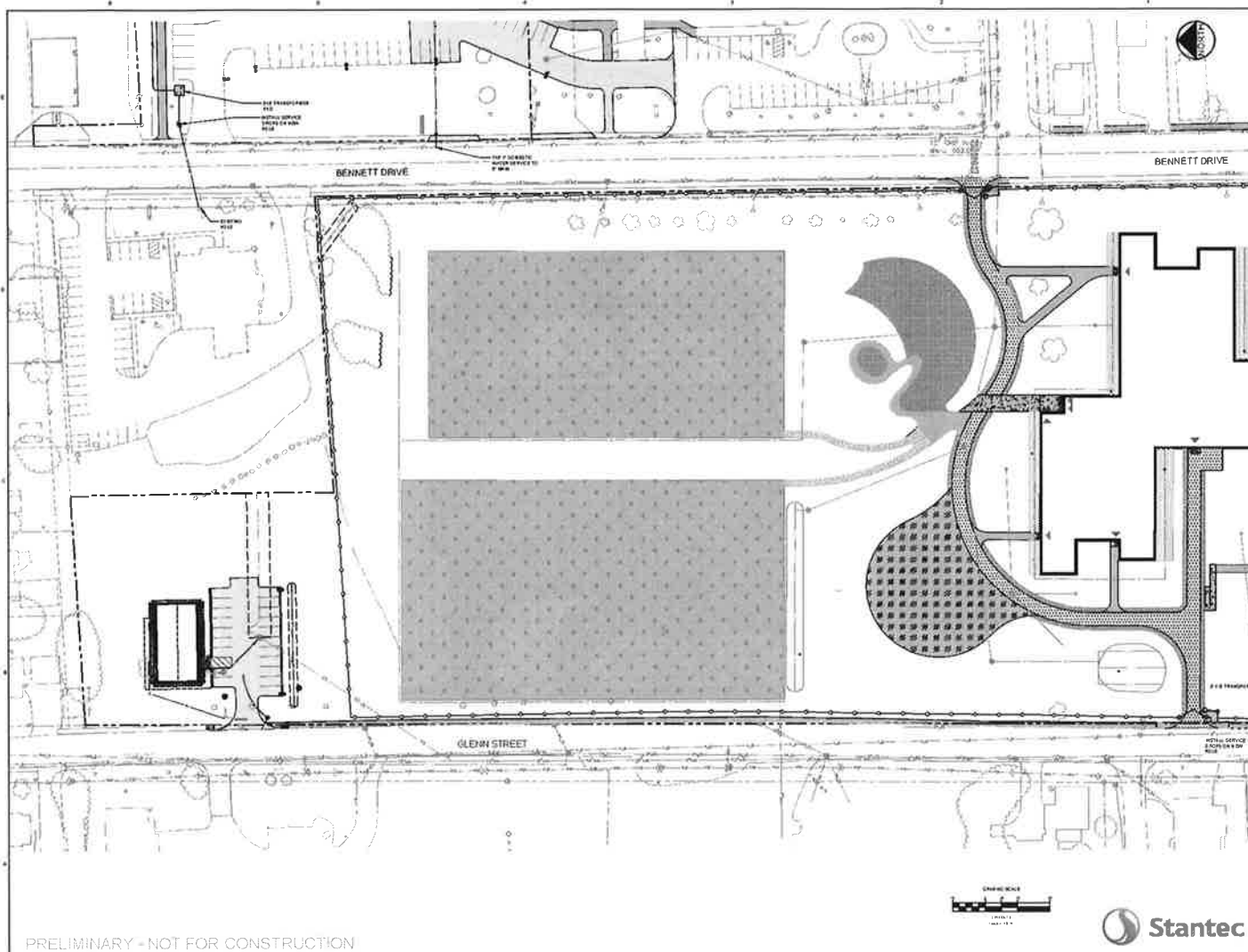
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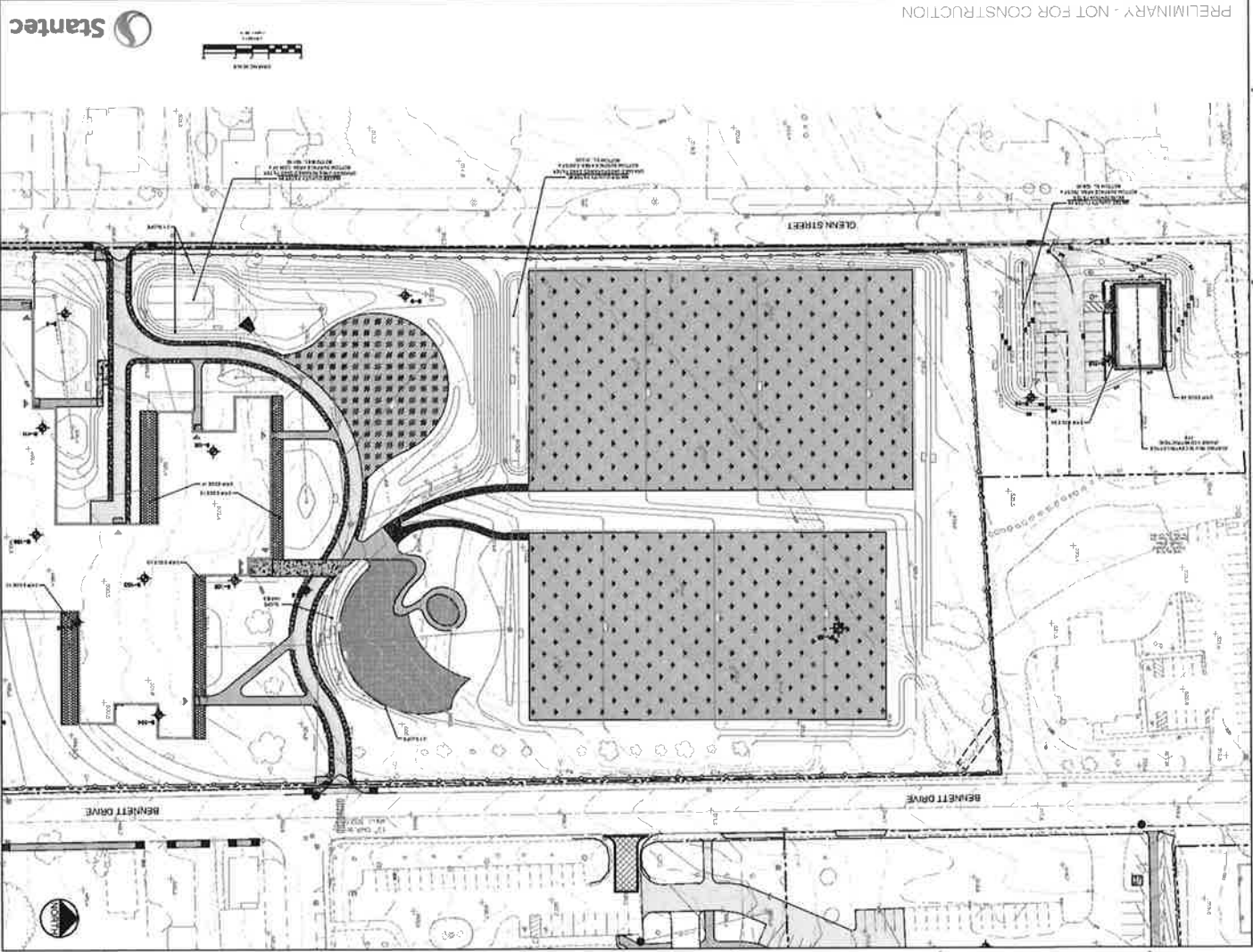
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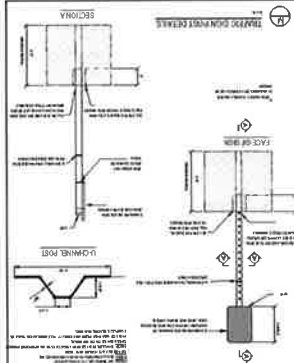
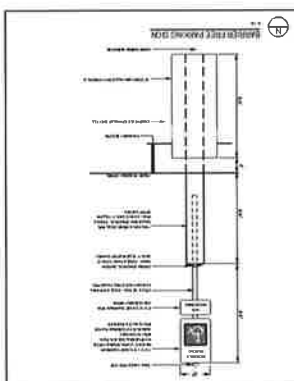
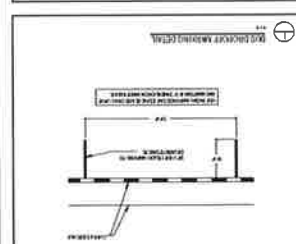
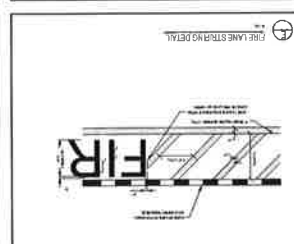
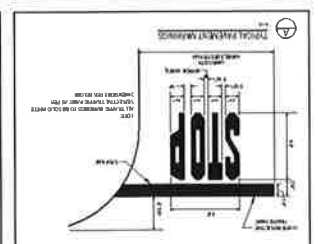
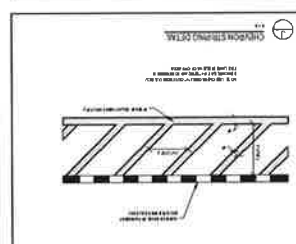
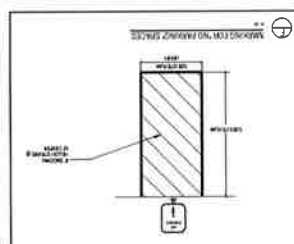
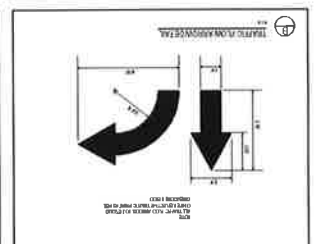
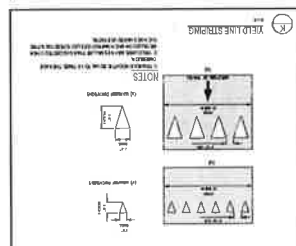
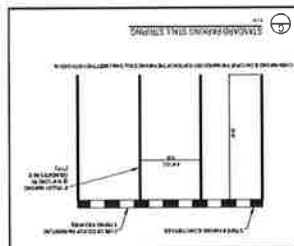
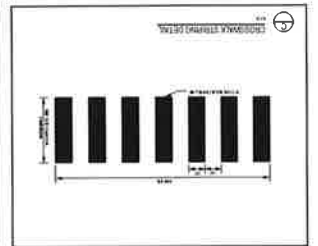
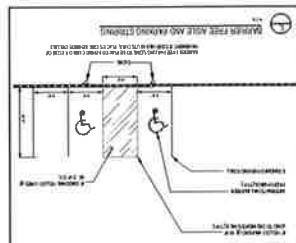
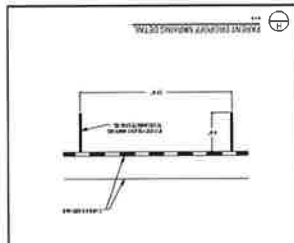
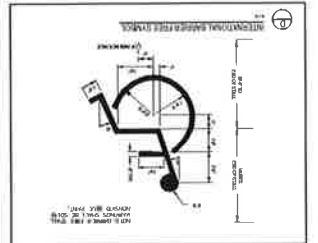
PRELIMINARY - NOT FOR CONSTRUCTION

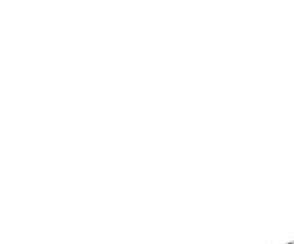
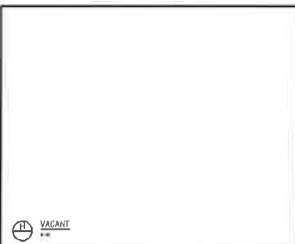
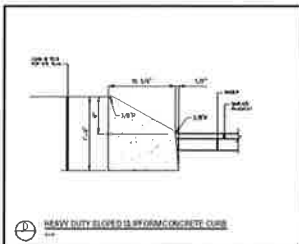
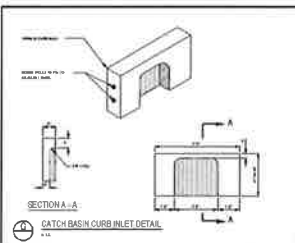
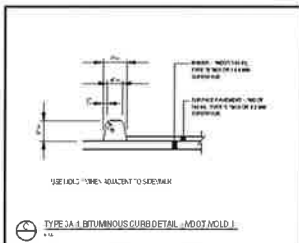
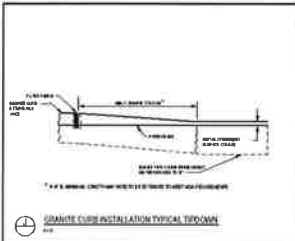
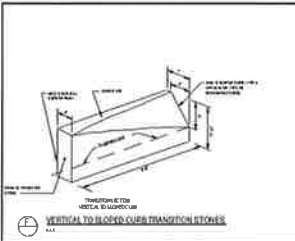
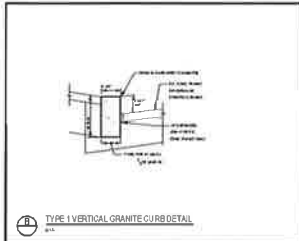
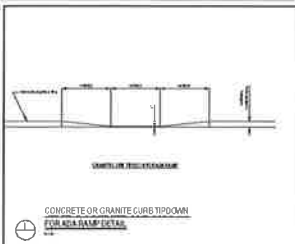
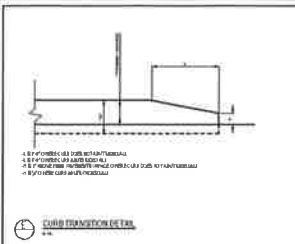
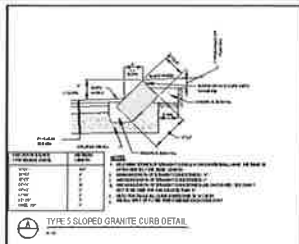


Stantec

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PRELIMINARY - NOT FOR CONSTRUCTION

PDT

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STANTEC PROJECT NAME: 2015-0000000000

STANTEC PROJECT LOCATION: 2015-0000000000

STANTEC PROJECT DATE: 2015-0000000000

STANTEC PROJECT DRAWN BY: 2015-0000000000

STANTEC PROJECT CHECKED BY: 2015-0000000000

STANTEC PROJECT APPROVED BY: 2015-0000000000

STANTEC PROJECT REVISIONS: 2015-0000000000

STANTEC PROJECT SHEET: 2015-0000000000

STANTEC PROJECT TOTAL SHEETS: 2015-0000000000

STANTEC PROJECT SCALE: 2015-0000000000

STANTEC PROJECT UNIT: 2015-0000000000

STANTEC PROJECT TOLERANCE: 2015-0000000000

STANTEC PROJECT MATERIALS: 2015-0000000000

STANTEC PROJECT NOTES: 2015-0000000000

STANTEC PROJECT COMMENTS: 2015-0000000000

STANTEC PROJECT REVISIONS: 2015-0000000000

STANTEC PROJECT SHEET: 2015-0000000000

STANTEC PROJECT TOTAL SHEETS: 2015-0000000000

STANTEC PROJECT SCALE: 2015-0000000000

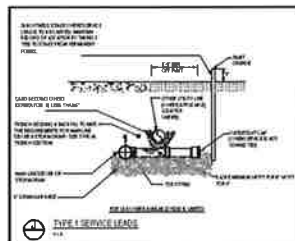
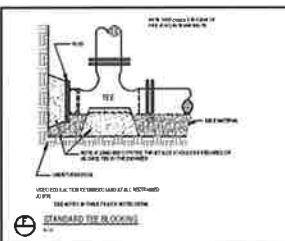
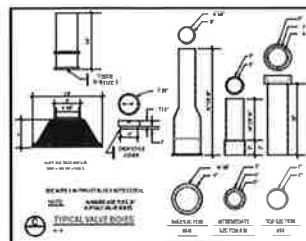
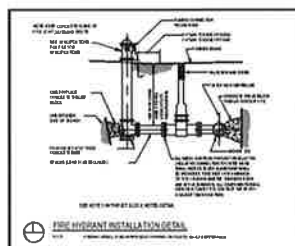
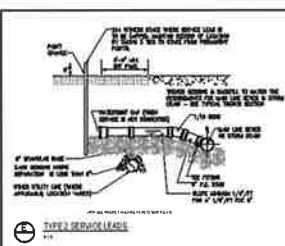
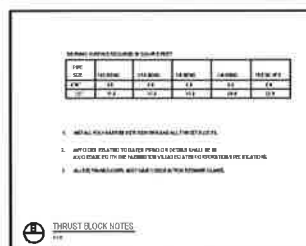
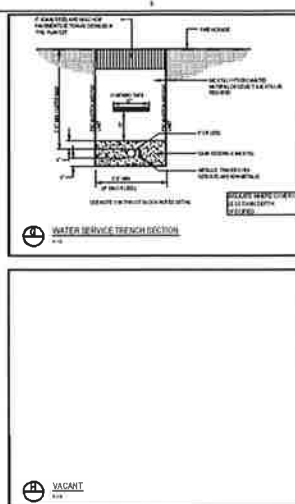
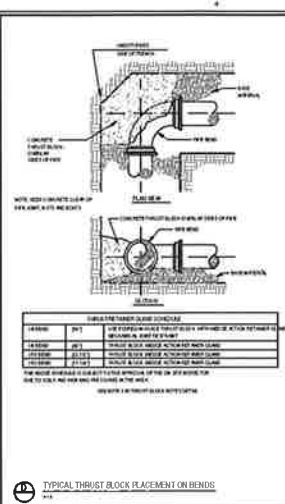
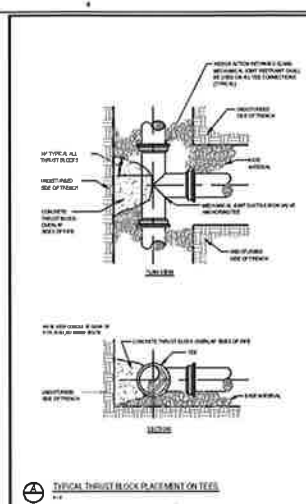
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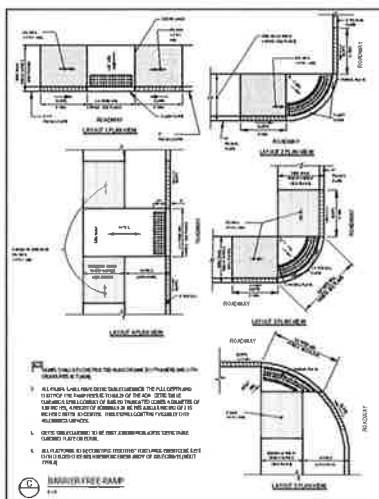
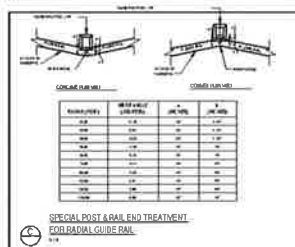
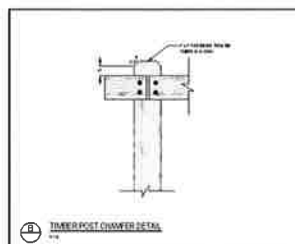
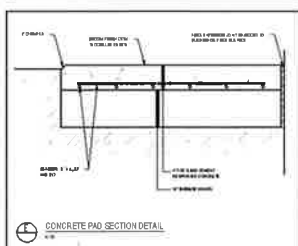
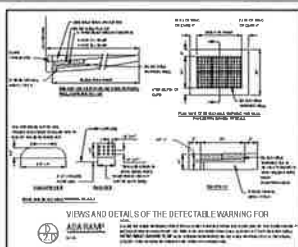
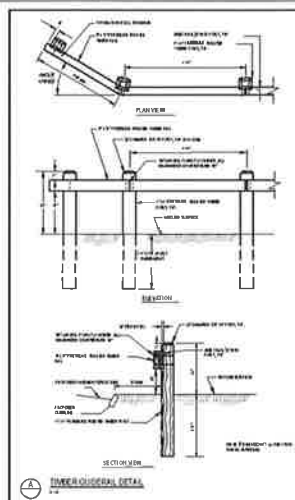
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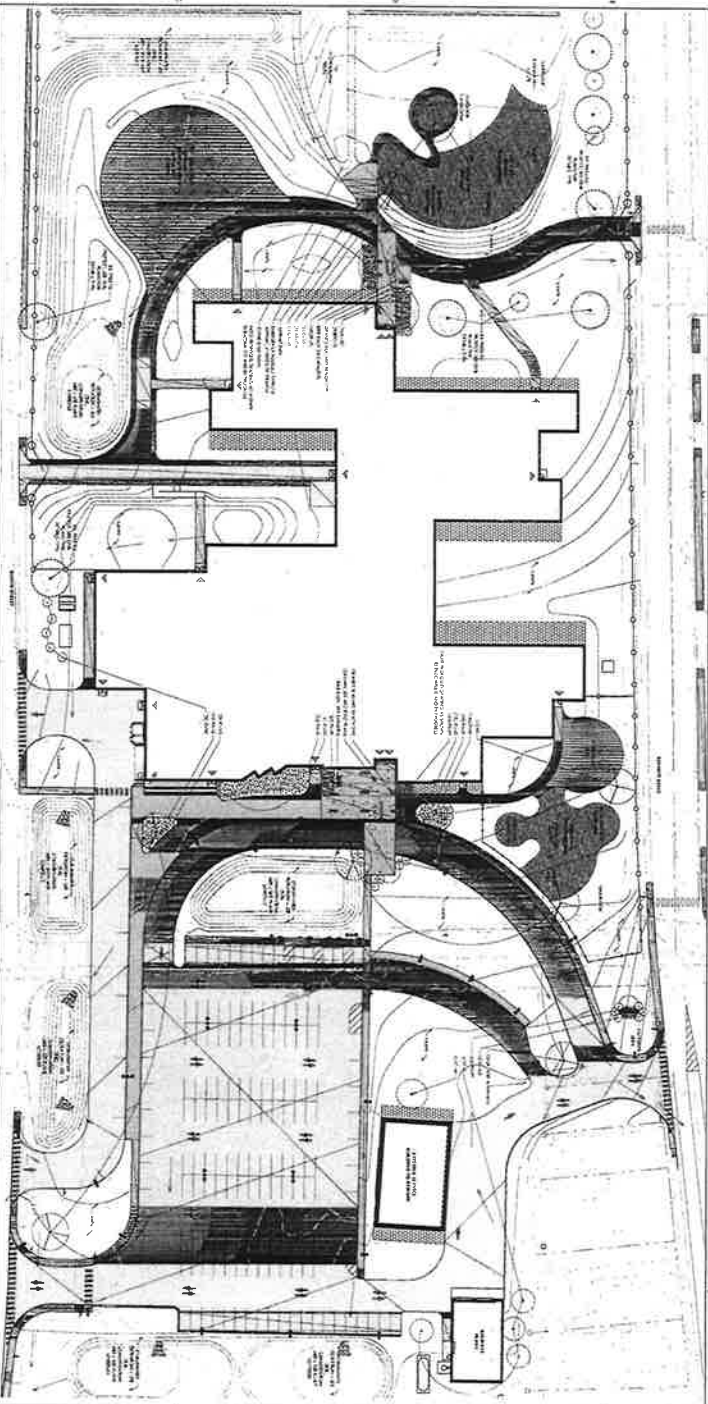
STANTEC PROJECT NOTES: 2015-0000000000

STANTEC PROJECT COMMENTS: 2015-0000000000





PRELIMINARY - NOT FOR CONSTRUCTION



GENERAL PLANNING PLAN NOTES

1. The site plan is based on the existing conditions and the proposed improvements. The plan is subject to change without notice.

2. The plan is based on the existing conditions and the proposed improvements. The plan is subject to change without notice.

3. The plan is based on the existing conditions and the proposed improvements. The plan is subject to change without notice.

4. The plan is based on the existing conditions and the proposed improvements. The plan is subject to change without notice.

5. The plan is based on the existing conditions and the proposed improvements. The plan is subject to change without notice.

6. The plan is based on the existing conditions and the proposed improvements. The plan is subject to change without notice.

7. The plan is based on the existing conditions and the proposed improvements. The plan is subject to change without notice.

8. The plan is based on the existing conditions and the proposed improvements. The plan is subject to change without notice.

9. The plan is based on the existing conditions and the proposed improvements. The plan is subject to change without notice.

10. The plan is based on the existing conditions and the proposed improvements. The plan is subject to change without notice.

PLANNING SCHEDULE

NO.	DATE	DESCRIPTION
1	10/1/2010	Initial site plan
2	10/15/2010	Revised site plan
3	11/1/2010	Final site plan

NOTES

1. The plan is based on the existing conditions and the proposed improvements. The plan is subject to change without notice.

2. The plan is based on the existing conditions and the proposed improvements. The plan is subject to change without notice.

3. The plan is based on the existing conditions and the proposed improvements. The plan is subject to change without notice.

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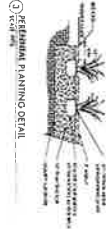
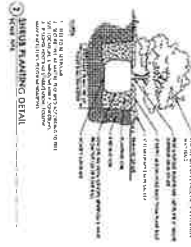
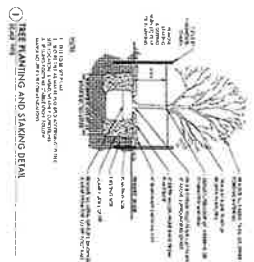
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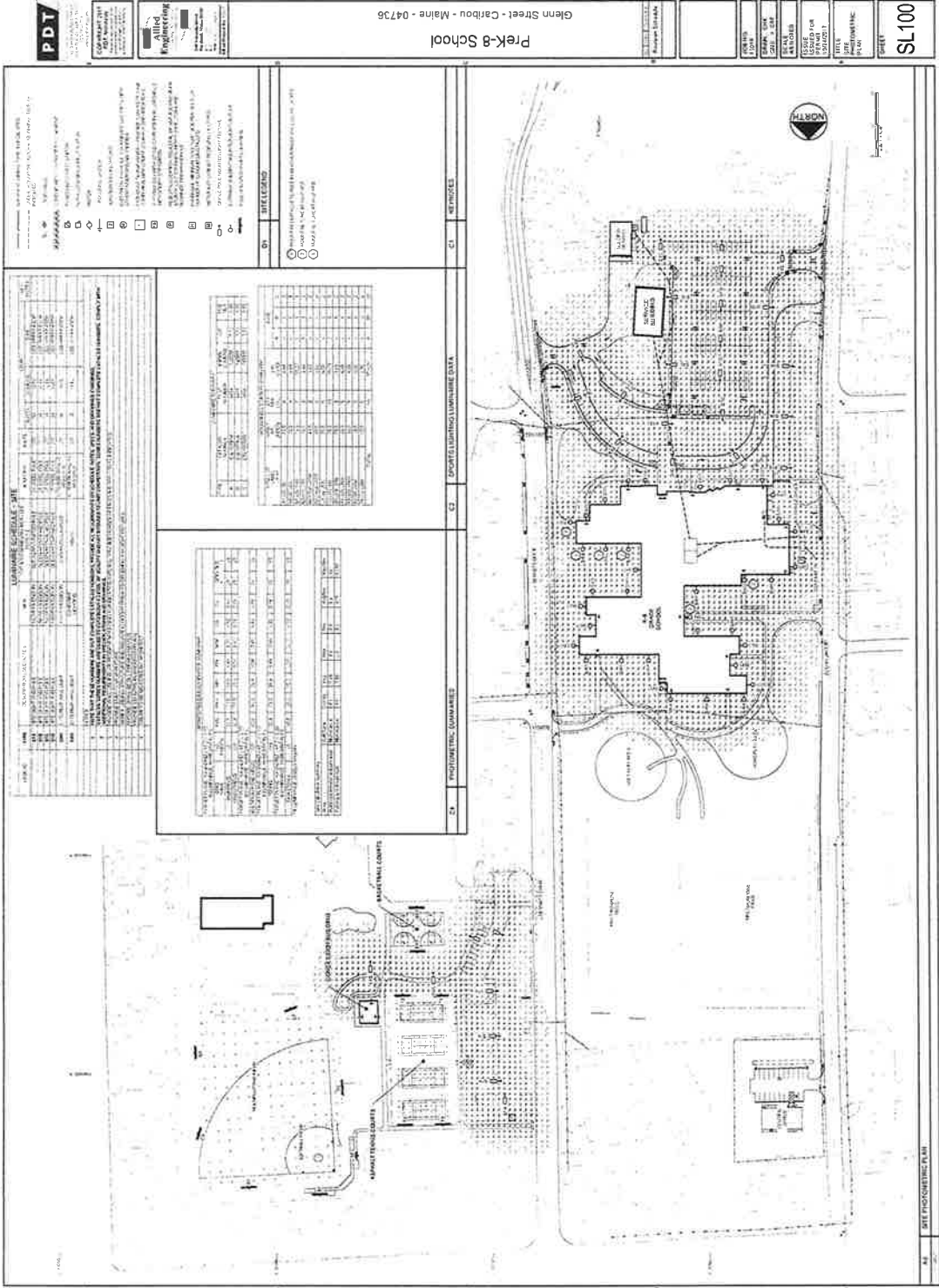
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9. The plan is based on the existing conditions and the proposed improvements. The plan is subject to change without notice.

10. The plan is based on the existing conditions and the proposed improvements. The plan is subject to change without notice.



Preliminary — Not for Construction



PDT

Glenn Street - Caribou - Maine - 04736

Pre-K-8 School

Glenn Street - Caribou - Maine - 04736

Glenn Street - Caribou - Maine - 04736

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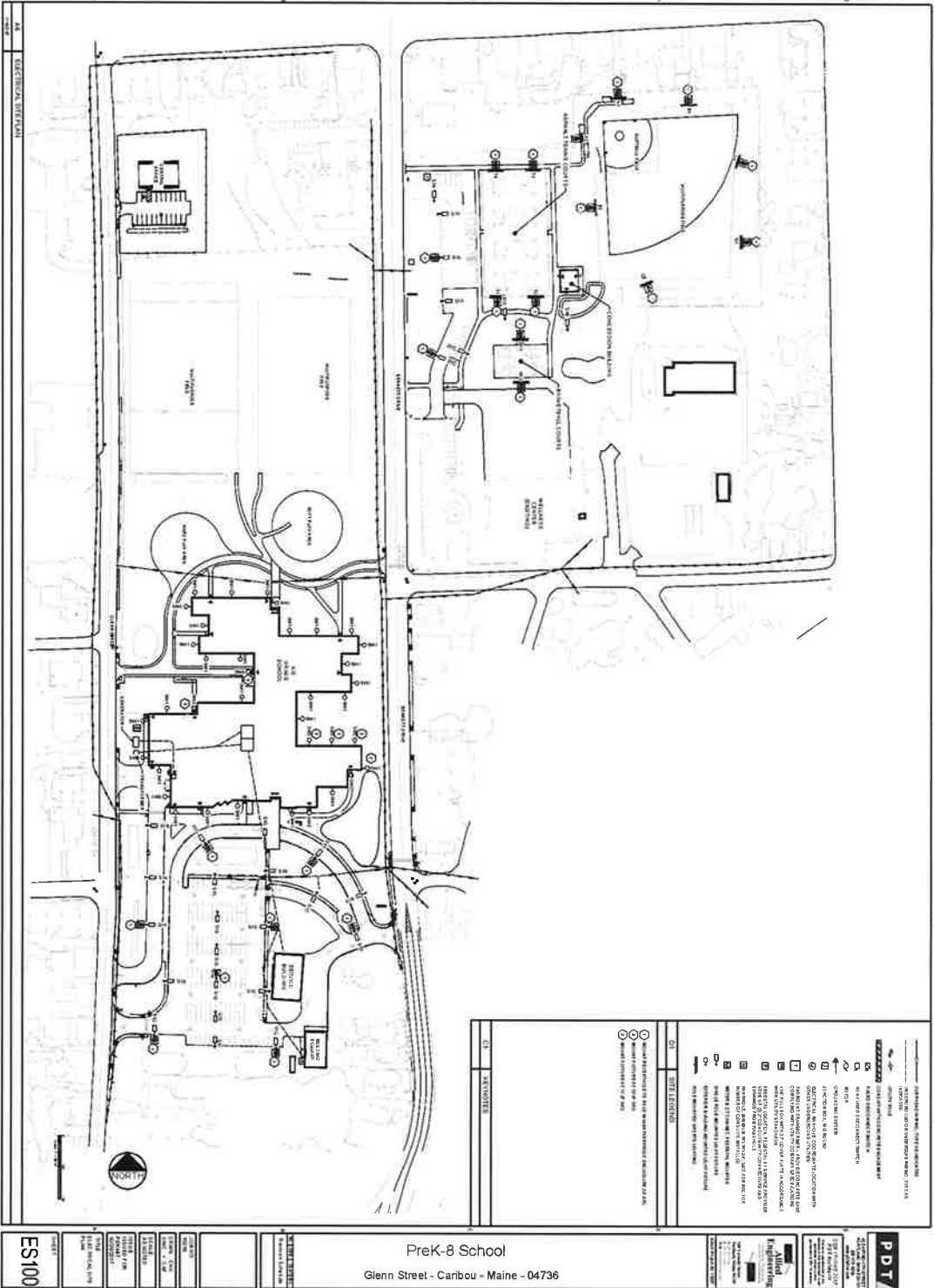
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Glenn Street - Caribou - Maine - 04736





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
REGION 5
41 RICE STREET
PRESQUE ISLE, MAINE 04769-2259

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

Developer: Regional School Unit #39

Location: Bennett Drive, Caribou

Project: Caribou K-8 Consolidated School

Identification Number: REG. 05-00012-A-N

Traffic Engineer: Gorrill Palmer
Attn: Randy Dunton
707 Sable Oaks Drive
Suite 30
So. Portland, ME 04106
207-772-2515

Pursuant to the provision of 23 M.R.S.A. § 704-A and Chapter 305 of the Department's Regulations, the Department of Transportation has considered the application RSU #39 with supportive data, agency review and other related materials on file.

Project Description

The applicant is proposing to construct a K-8 school that consolidates Teague Park School, Caribou Middle School, and Hilltop Elementary school into a single school. The proposed school is 92,814 s.f. and includes associated parking, playfields, Superintendent's Office and service building. Park Street will be discontinued from Glenn Street to Bennett Drive. A drop-off/pickup entrance will be constructed on Bennett Drive approximately 100 feet southerly of the existing Park Street intersection. Buses, faculty and staff will enter and exit from access points on Glenn Street. It is anticipated that this development will generate 117 new trip ends for a total 333 trip ends during the AM peak hour.

Findings

Based on the findings of fact, the Department approves the Traffic Movement Permit Application of RSU #39 subject to the following conditions:

Mitigation

Overhead lighting shall be provided to illuminate the intersection of the site entrance and Bennett Drive. Overhead lighting shall provide an average of 0.6 to 1.0 foot candles, with a maximum to minimum lighting ratio of no more than 10:1 and an average to minimum lighting ratio of not more than 4:1.

The applicant shall provide a center two-way left turn lane on Bennett Drive as depicted on the attached drawing named "Concept Site Plan Showing Turning Lane & Superintendent's Office", dated January 2016. The center two-way left turn lane shall be developed in accordance with MaineDOT Highway Design Guide, applicable MaineDOT policies, and MaineDOT Standard Specifications. Final design shall be submitted to MaineDOT for review prior to construction.

The applicant shall provide a left turn lane on High Street as depicted on the attached drawing named "Concept Site Plan Showing Turning Lane & Superintendent's Office", dated January 2016. The left turn lane shall be developed in accordance with MaineDOT Highway Design Guide, applicable MaineDOT policies, and MaineDOT Standard Specifications. Final design shall be submitted to MaineDOT for review prior to construction.

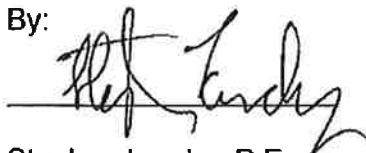
The applicant shall provide pedestrian improvements as depicted on the attached drawings named "Concept Site Plan Showing Turning Lane & Superintendent's Office", dated January 2016 and "Glenn and High Street Crosswalk Improvements", dated November 17, 2016.

The applicant shall install school speed limit signs in accordance with the current edition of the Manual on Uniform Traffic Control Devices, MaineDOT Policy, and Maine State Law.

Overall Requirements

- A. Provide all necessary auxiliary signs, striping and pavement markings to implement the improvements described herein according to MaineDOT and/or National standards.
- B. All plantings and signs (existing and/or proposed; permanent and/or temporary) shall be placed and maintained such that they do not block available sight distances and do not violate the State's "Installations and Obstructions" law. No signage, plantings or structures shall be allowed within the "clear zone" if they constitute a deadly fixed object as determined by MaineDOT. All signs shall meet MRSA Title 23, Chapter 21, Section 1914: "On-Premise Signs".
- C. If any of the supporting data or representations for which this permit is based changes in any way or is found to be incorrect / inaccurate, the applicant shall request in writing from MaineDOT a decision of what impacts those changes will have on the permit. The applicant will then be required to submit those changes for review and approval and additional mitigation as a result of those changes may be required at the expense of the applicant.
- D. Because the proposed project affects the State Highway and drainage systems and requires improvement to that system, the applicant must obtain approval of the design plans and coordinate work through MaineDOT's State Traffic Engineer or Assistant State Traffic Engineer, who can be reached at (207) 624-3620 in Augusta.

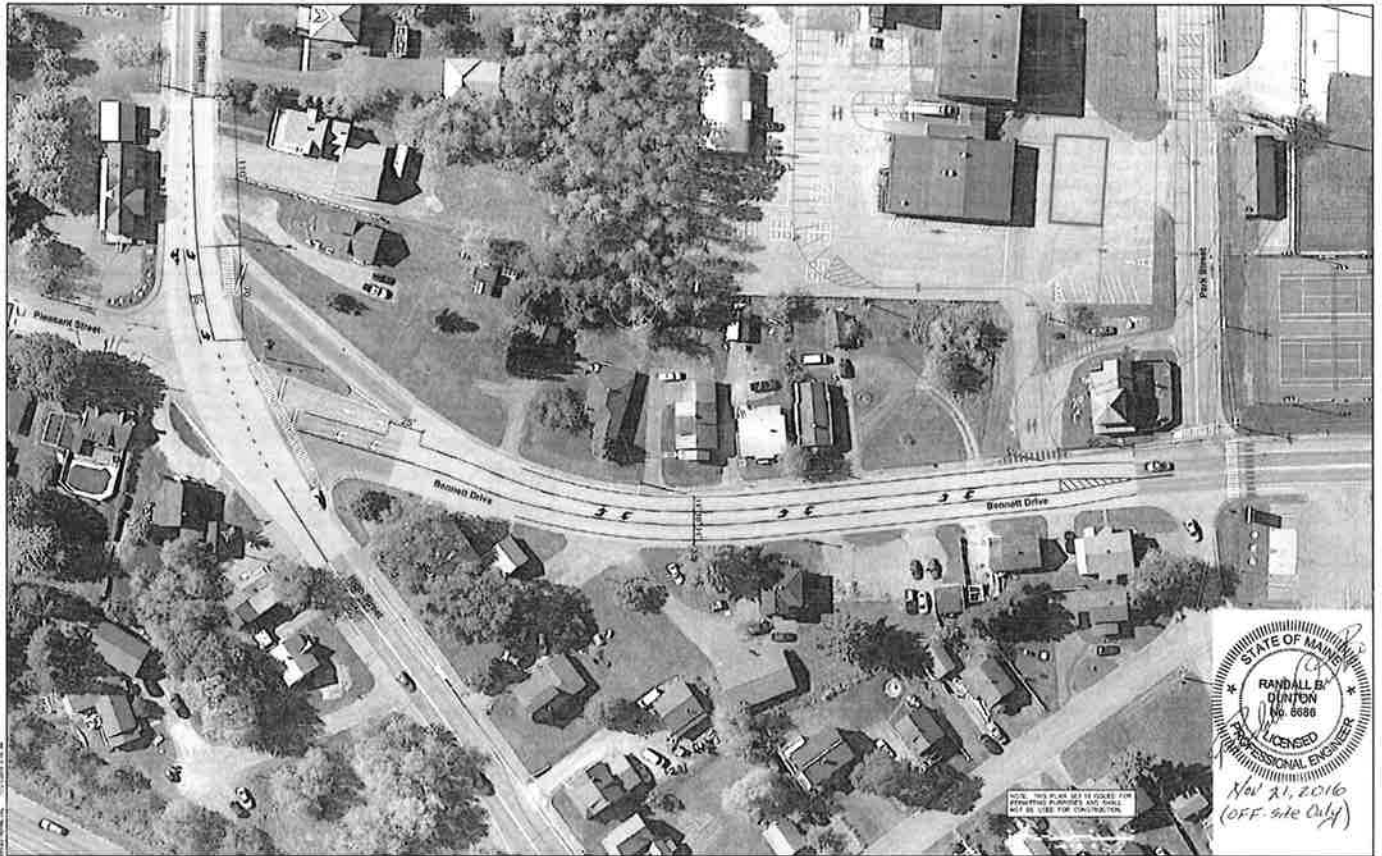
By:



Stephen Landry, P.E.
State Traffic Engineer

Date:

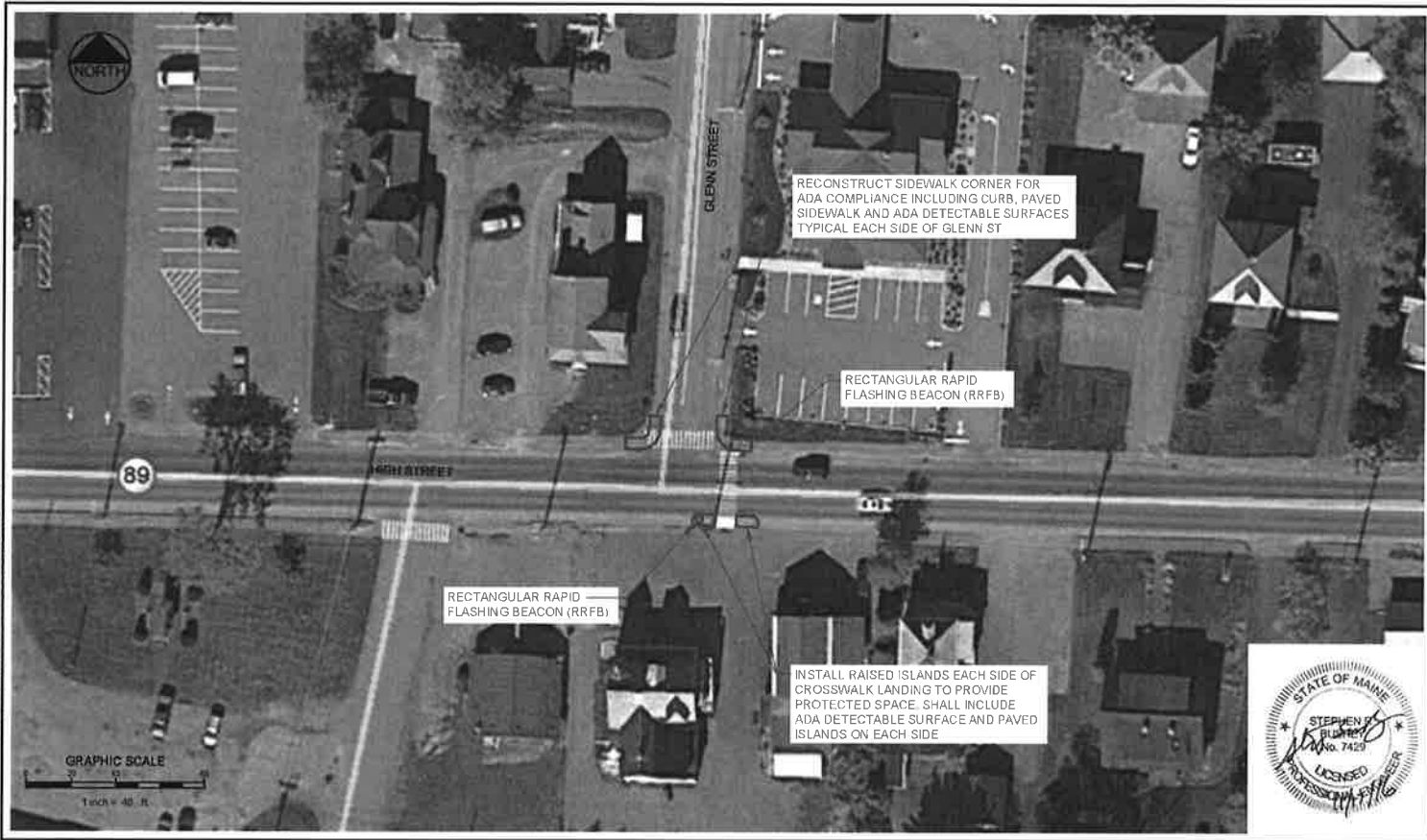
12/9/16



Project Name: Bennett Drive Layout Project Number: Proposed Carle School Date: 04/10/16 Drawn by: PGI Architects 48 Oakman Street, Portland, Maine 04101		SHEET NO. 1
Design by: GORRILL PALMER 100 State Street, Portland, ME 04101 207.773.2115 www.gorillpalmer.com This drawing is the property of Gorrill Palmer and shall not be used for any other project without written permission.		

STATE OF MAINE
 RANDALL B. DUNTON
 No. 6686
 LICENSED PROFESSIONAL ENGINEER
 Nov 21, 2016
 (OFF-SITE ONLY)

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Stantec
482 Payne Road Scarborough Court
Scarborough, Maine 04074-8929
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Client/Owner:

MSAD #39 CARIBOU ELEMENTARY SCHOOL
DISTRICT K-8 SCHOOL SITE AT TEAGUE PARK

File Name	20211101 AND GLENN	CAD	RR	SR	15-12
Drawn	11/1/21	11/1/21	11/1/21	11/1/21	11/1/21

100

GLENN AND HIGH STREET CROSSWALK
IMPROVEMENTS (PART OF IMP
APPROVAL NOV. 2016)

1

**Preliminary Traffic Impact Study
Proposed RSU #39 K-8 School
Caribou, Maine
January 2016**

I. Introduction

This study examines the existing conditions and potential traffic impacts associated with constructing a new K-8 District School in Caribou, Maine. The project includes razing the existing Caribou Middle School, Teague Park Elementary School, and Learning Center to build the proposed K-8 School and relocate Teague Park. The school is anticipated to be completed and open in the Fall of 2019 and will consolidate the two existing schools on-site as well as the Hilltop Elementary School located to the southwest of the site. The site location is shown on the attached Figure 1.

II. Existing Traffic Volumes

Turning movement counts were completed at the intersection of Park Street with Glenn Street on December 8, 2015 from 7:15 AM to 8:15 AM, which is the peak hour of traffic according to the school. The volumes from the count are shown on the attached Figure 2.

III. Proposed Uses in the Vicinity of the Proposed Development

Approved projects that are not yet opened as well as projects for which applications have been filed are required to be included in the predevelopment volumes for this project. Based on conversations with the City, there are no projects in the area that need to be added to the background traffic.

IV. Predevelopment Volumes

The traffic volumes shown in Figure 2 were counted in December 2015. Typically, traffic volumes are seasonally adjusted to approximate the 30th highest hour of the year using the weekly group mean factors published by the MaineDOT. This seasonal adjustment increases the volumes to those that may be experienced during the peak summer months; however, since school is not in session in the summer, we evaluated adjusting the volumes to the month of August. Based on MaineDOT methodology, the adjustment factor resulted in 1.11.



In addition to seasonally adjusting the traffic volumes, traffic volumes are also increased by a yearly growth factor to approximate the build out year of the project. The proposed project is anticipated to be completed in 2019. MaineDOT traffic counts in the area show that traffic has been decreasing. However, to be conservative we used a growth rate of one percent per year.

Traffic volumes in Figure 3 reflect the seasonal and annual adjustments to the raw volumes to yield the 2019 Design Hour Volumes (DHV).

V. Trip Generation

Planning Decisions had previously prepared a summary of past and future projected enrollment for the three schools. This report identifies that the trends for student enrollment at Teague Park School, Caribou Middle School, and Hilltop Elementary School are decreasing.

The trip generation for the proposed K-8 school was calculated using the Institute of Transportation Engineers' publication *Trip Generation*, 7th Edition, Land Use Code (LUC) 520 – Elementary School and LUC 522 – Middle School.

Forecast K-8 School Trip Generation

	2006		2019		Change in Site Trip Generation
	Student Population	AM Trip Generation	Student Population	AM Trip Generation	
Hilltop Elementary School	N/A	N/A	278	117 (64 in / 53 out)	+117
Teague Park School	281	118 (65 in / 53 out)	223	94 (52 in / 42 out)	-24
Caribou Middle School	463	245 (135 out / 110 in)	230	122 (67 in / 55 out)	-123
Total		363		333	-30

As shown in the table, the overall trip generation for the K-8 schools decreases from 2006 to 2019, even with the inclusion of the Hilltop Elementary School. Since the forecast site traffic for the new consolidated school will not generate an increase in a peak hour traffic at the site, a MaineDOT Traffic Movement Permit is not required.

MaineDOT allows credit to be taken for uses that have been on site within the last 10 years. Part of this project would include razing the existing Learning Center which is currently located to the northeast of the site across from Bennett Drive in order to relocate Teague Park to that location and provide room on the site for the new school and associated outside areas. Since traffic at the site is already forecast to decrease, no



credit has been taken for the reduction in trips due to removal of the Learning Center. This will result in a conservative estimate of the post-development traffic at the site.

VI. Trip Composition and Assignment

Although the overall site trip generation is forecast to decrease, the trips associated with the current Hilltop Elementary School have been assigned to the project site, by adding them to the counts completed in December at the intersection of Glenn Street with Park Street. The trip assignment for the Hilltop Elementary School traffic is shown on the attached Figure 4. To be conservative, no traffic has been subtracted from the Predevelopment Volumes. All trips to and from the site are considered primary trips made for the sole purpose of going to and from the site. This is a conservative approach since many of the drop offs are either going directly by the site on their way somewhere else (such as work), or were in the immediate area.

VII. Postdevelopment Volumes

The predevelopment traffic volumes shown in Figure 3 have been combined with the traffic forecast shown on Figure 4 to yield the 2019 Postdevelopment DHV shown on the attached Figure 5.

VIII. Capacity Analysis

GP completed a capacity analysis for the unsignalized intersection of Park Street with Glenn Street using the Synchro/SimTraffic computer analysis software. Both approaches of Park Street are STOP controlled, and Glenn Street has the right of way with no STOP. Level of service rankings are similar to the academic ranking system where an 'A' is very good with little control delay and an 'F' represents very poor conditions. At an unsignalized intersection, if the level of service falls below a 'D', an evaluation should be made to determine if mitigation is warranted.

The following table summarizes the relationship between control delay and level of service:

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 results of the capacity analysis are summarized as follows. The detailed analysis is attached.

Level of Service Summary

Approach	Level of Service	
	AM Pre	AM Post
Park Street / Glenn Street		
Park Street EB	A	A
Park Street WB	A	A
Glenn Street NB	A	A
Glenn Street SB	A	A

As shown in the table above, the intersection is forecast to operate at a high level of service during both the predevelopment and postdevelopment conditions.

IX. Sight Line Evaluation

GP evaluated the sight distance in the area of the new K-8 School. Both the City of Caribou and MaineDOT have guidelines for measuring sight distance. MaineDOT also has sight distance standards for driveways with 30% large vehicles (busses, delivery trucks, etc.). The City does not have sight distance standards for large vehicles. Since this is a school driveway, a high percentage of busses is possible. The sight line standards are as follows:

Sight Distance Requirements

Posted Speed (mph)	City Minimum (ft)	City Desired (ft)	MaineDOT Required (ft)	MaineDOT Larger Vehicles (ft)
25	175	250	200	300
30	210	300	250	375
35	245	350	305	455
40	280	400	360	540
45	315	450	425	635

The MaineDOT and City measure sight distance using similar methodology. The method is as follows:

Driveway observation point	10 feet from travel way
Height of eye at driveway	3 ½ feet above ground (6 feet for large vehicles)
Height of approaching vehicle	4 ¼ feet above ground

Since the location of the site driveways are not yet known, GP was not able to measure the sight distance at a specific driveway location; however, sight distances in the vicinity of the school are not anticipated to be an issue because the surrounding area is flat and the roads are straight. Any proposed signs or landscaping should be located such that it



does not block available sight lines either exiting the site drives or at the adjacent intersections.

X. Crash Summary Data

GP obtained the crash data from MaineDOT for the period of 2012-2014, the most recent period available at the time this study was prepared (attached). In order to evaluate whether a location has a crash problem, MaineDOT uses two criteria to define a High Crash Location (HCL). Both criteria must be met in order to be classified as an HCL.

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 intersections 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 the same three-year period.

Based on the crash data report generated by MaineDOT, there are two HCLs in the overall area. One at the intersection of Herschel Street and High Street with Main Street and another on Bennett Drive from Laurette Street to Skyway Drive. These locations are not anticipated to be impacted by the site traffic, since they are located further away from the site and more in the downtown areas.

XI. Lane Warrant Analysis

Since the location of the proposed driveways are not yet known, GP could not complete a Lane Warrant Analysis. However, based on field observations, no additional auxiliary lanes are anticipated to be required for this project. This criteria will have to be revisited and is subject to change as the site design and layout is refined.

XII. Site Observations

GP completed a site visit on December 7, 2015 to observe the operations and review the traffic on and around the site. The site observations were focused on the PM peak hour when the schools released students since this is when the most activity occurred. In the AM peak hour, traffic and activity is spread out over a longer period of time and therefore less focused. The following observations were made:

- Caribou Middle School had approximately 3 busses on site at any one time and had approximately 25-30 vehicles waiting for student pickups during the PM peak hour.



- Teague Park Elementary School had approximately 3 busses on site at any one time and had approximately 20-25 vehicles waiting for student pickups during the PM peak hour.
- Approximately 10 students were observed walking to school in the AM.
- The majority of student pickups in the PM appeared to use Glenn Street (verses Park Street).
- The vast majority of school traffic cleared in approximately 15 minutes of student dismissal. There were straggling busses and pickups after the first 15 minutes but they were minimal.
- The student pickup areas for each school are within the general school parking areas, without separation. We recommend that the future school design separate the two functions.
- The crosswalk on Park Street between the school and Teague Park has vehicular parking directly on both sides of the crosswalk, with no signs posted identifying the crosswalk. Students from the school were observed darting into the crosswalk from between cars without looking. The combination of limited sight distance due to the parked vehicles and unpredictable students creates an unsafe condition. We recommend that the new school and associated crosswalks in the area prohibit parking directly next to the crosswalks.
- Bennett Drive has a crosswalk at its intersection with Park Street that is not ADA compliant and there is no sidewalk on the east side of Bennett Drive. We recommend that all primary pedestrian accesses in the immediate vicinity of the school be improved to ADA standards and any “gaps” in sidewalks be filled in to provide a continuous sidewalk network.
- The fence along Bennett Drive has an opening approximately 150 feet north of the intersection of Park Street with Bennett Drive. This opening allows pedestrian access to the sidewalk, but also allows students to cross Bennett Drive at this location, which is not in a crosswalk. For future design, we recommend that the only gaps in the fence be at locations that provide appropriate pedestrian accommodations.
- There are numerous school zone flashing lights in the area as you approach the schools. The school zone flashers all appeared operational at the time of the visit.
- School and pedestrian signs in the vicinity of the site are a mixture of yellow on black and fluorescent yellow-green. The Manual on Uniform Traffic Control Devices (MUTCD) recommends that the sign presentation be consistent. The fluorescent yellow-green signs are recommended and should be installed consistent with the Manual on Uniform Traffic Control Devices (MUTCD).
- Almost all busses that turned onto and off from Park Street at the intersection of Park Street with Glenn Street were from a side access to the middle school and few buses traveled to / from Glenn Street to Bennett Drive.



XIII. Conclusions / Recommendations

The following is a summary of the Conclusions / Recommendations based on preliminary evaluation and discussions:

1. The student enrollment history of Caribou Middle School, Teague Park School, and Hilltop Elementary School shows a decreasing trend which is expected to continue to decrease in the near future. Based on the decreasing enrollment, in our opinion, a MaineDOT Traffic Movement Permit is not required.
2. The capacity analysis shows that the existing unsignalized intersection of Park Street / Glenn Street is forecast to operate at a high level of service.
3. The exact location of the proposed driveways is not yet known, but the sight distances are anticipated to meet the requirements since Park Street and Glenn Street are flat and straight.
4. MaineDOT crash data indicates that there are two HCLs in the general overall area; however, they are not forecast to be impacted by the additional school traffic.
5. A lane warrant analysis will need to be completed as more information about the school design is known; however, auxiliary lanes are not expected to be needed to accommodate the proposed school.
6. Numerous observations were made during the site visit that should be considered for the new school design including sidewalk and crosswalk safety improvements.
7. In our opinion, the proposed project will have minimal impact on the surrounding roadway network and the surrounding roadway network has the capacity to accommodate the proposed project.

Prepared By:
Randy Dunton, PE, PTOE
Senior Engineer

Location Map

Figure No.

1



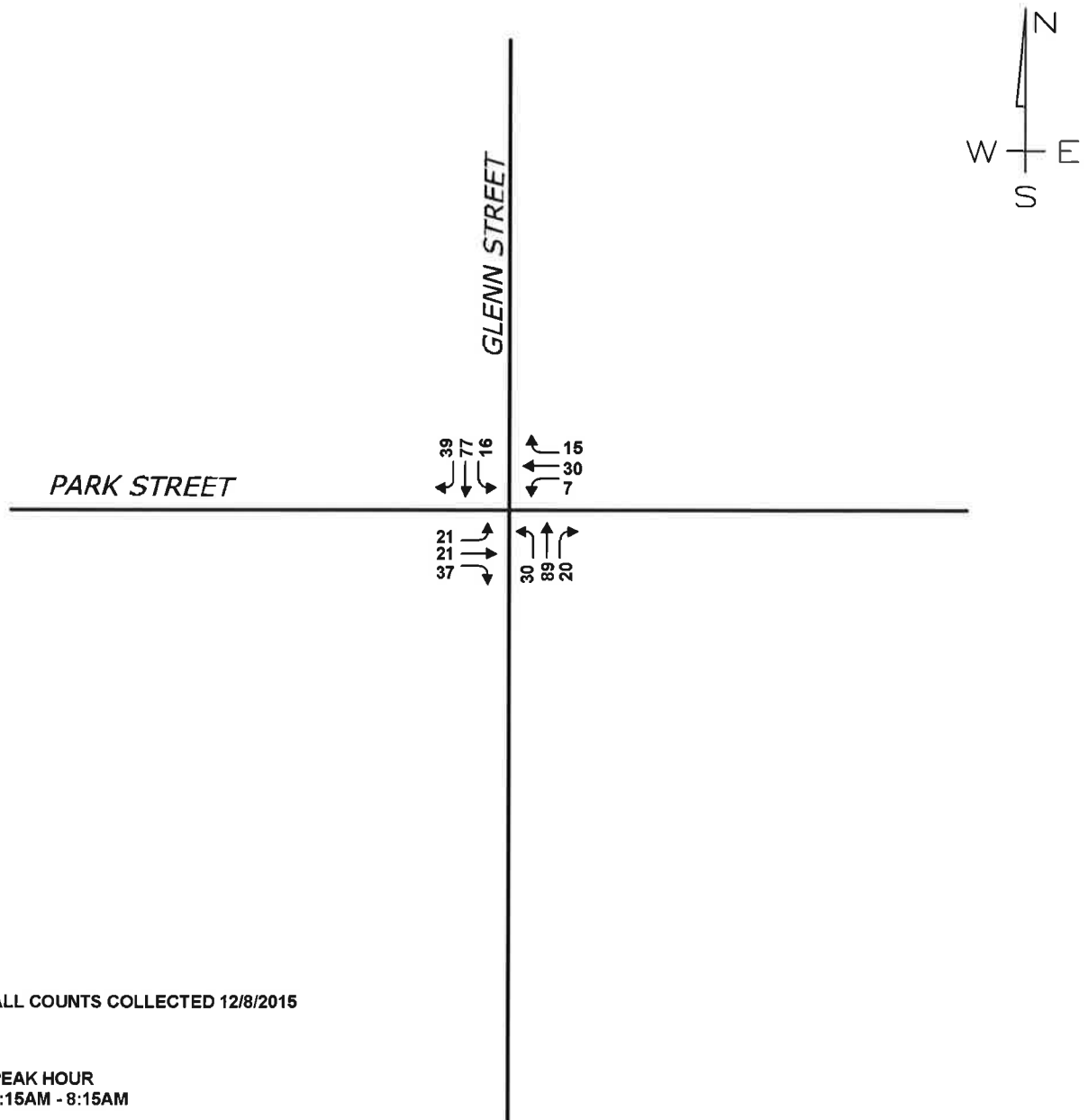
PROPOSED K-8 DISTRICT SCHOOL CARIBOU, MAINE

Design: ET
Draft: LAN
Checked: RED
Scale: NONE
Date: DEC 2015
File Name: 3095-TRAFF.dwg



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ALL COUNTS COLLECTED 12/8/2015

PEAK HOUR
7:15AM - 8:15AM

XX = AM PEAK HOUR

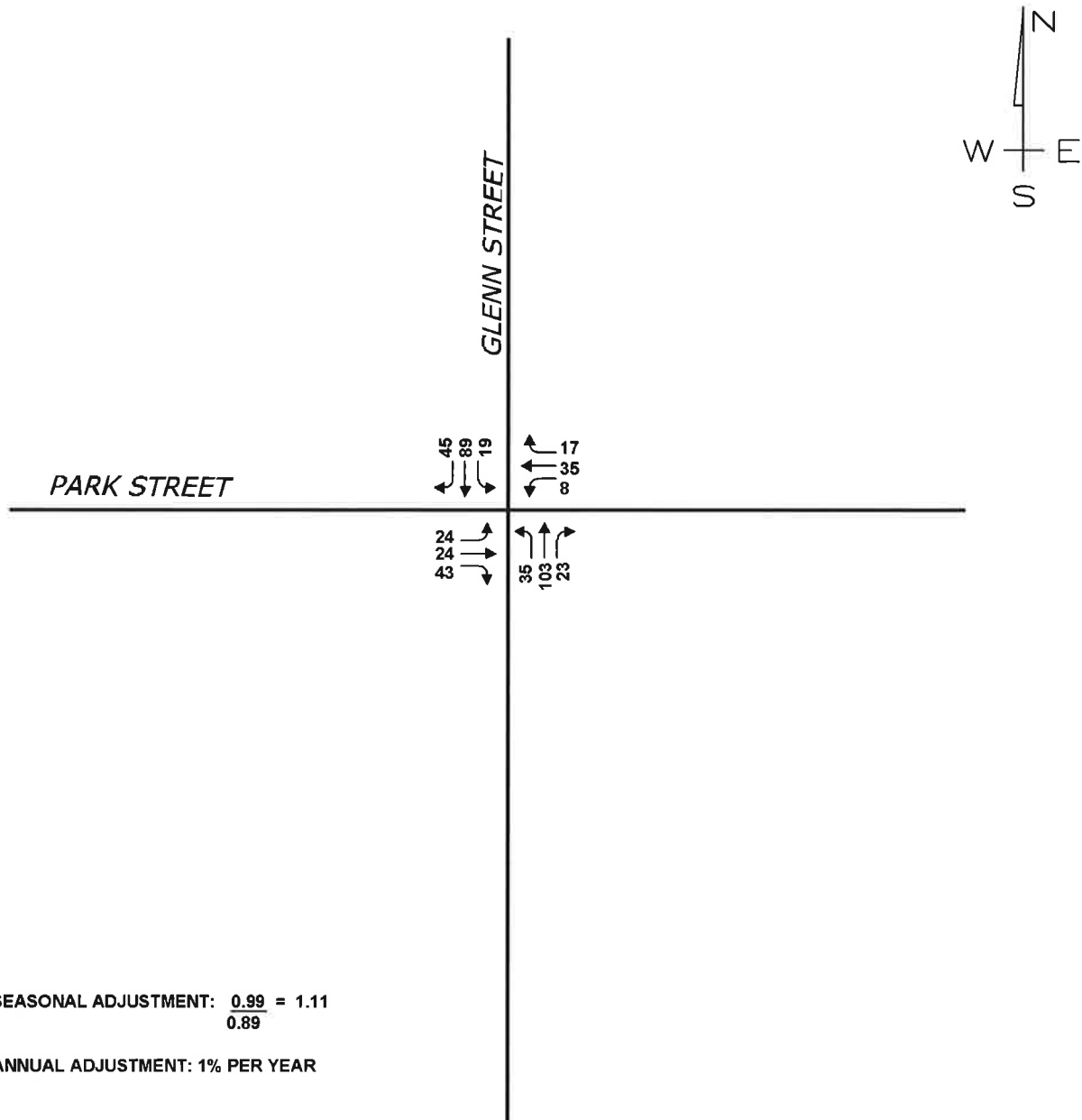
PROPOSED K-8 DISTRICT SCHOOL CARIBOU, MAINE

Design: ET Scale: NONE
Draft: LAN Date: DEC 2015
Checked: RED File Name: 3095-TRAFF.dwg



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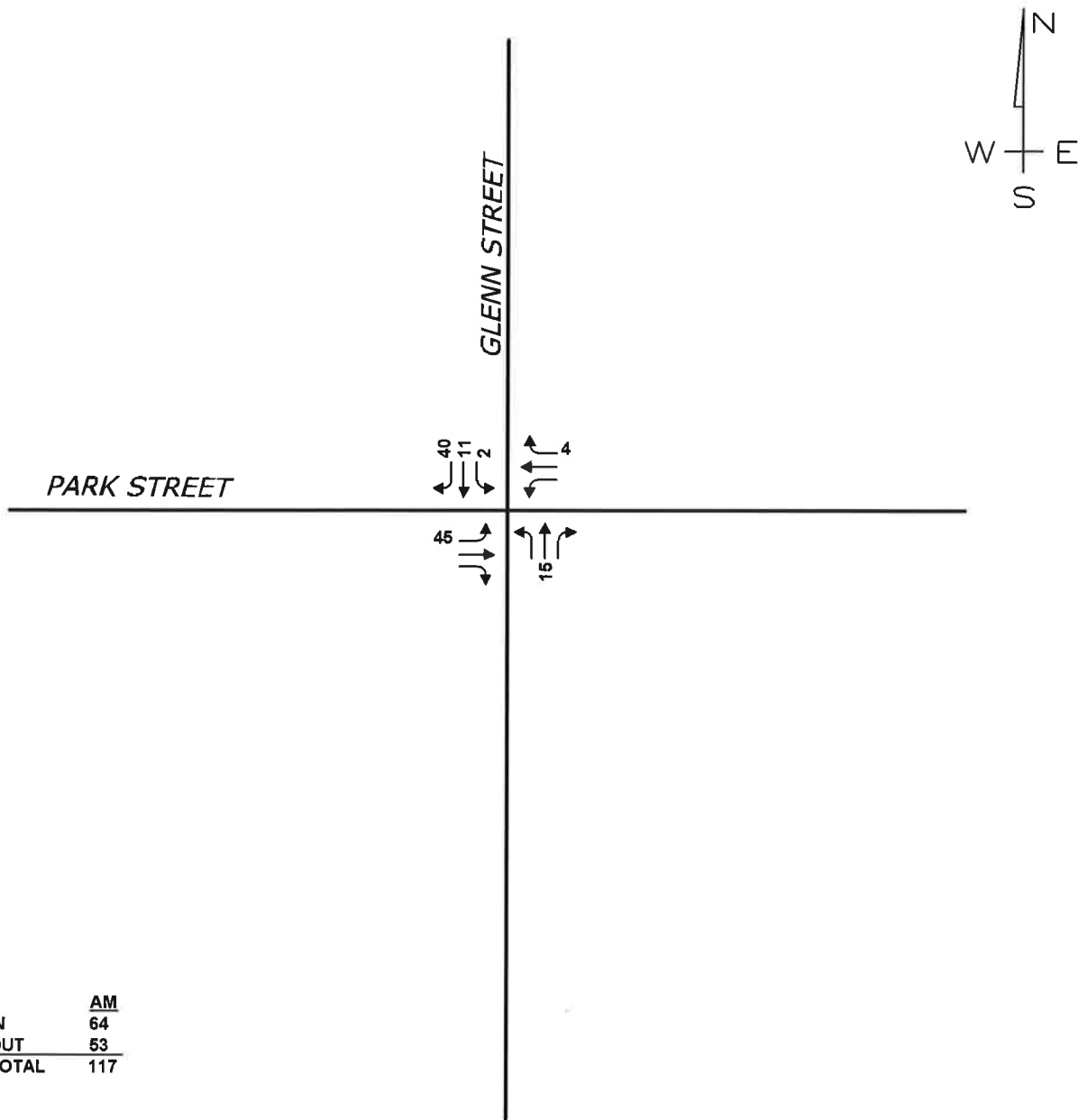
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Trip Distribution and Assignment

Figure No.

4



	AM
IN	64
OUT	53
TOTAL	117

XX = AM PEAK HOUR

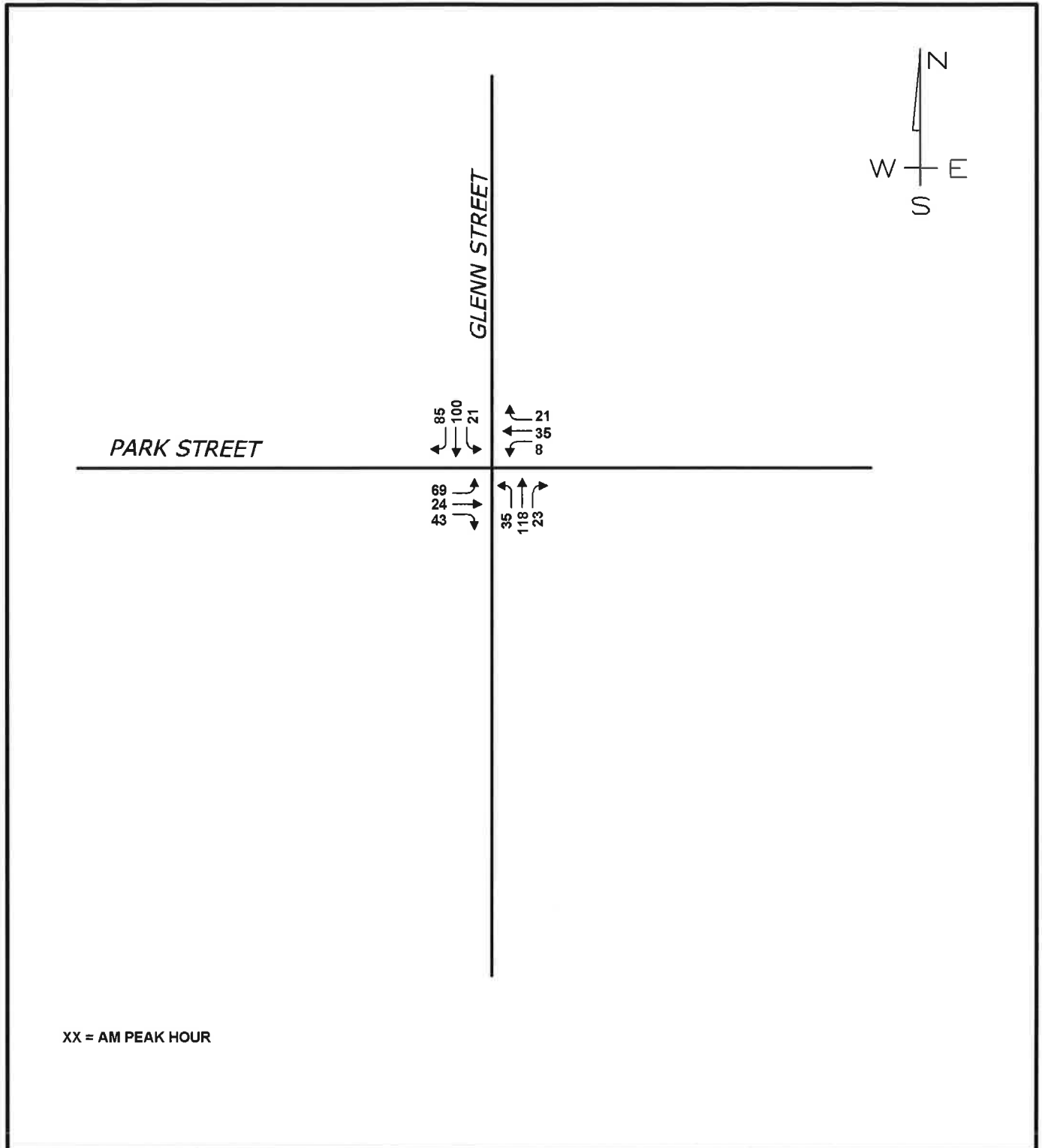
PROPOSED K-8 DISTRICT SCHOOL CARIBOU, MAINE

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Enrollment Trends & Projections - RSU 39 Resident Students - 2014-15 Best Fit Model

October 1st Enrollment

October 1st Enrollment																																														
School Year	Hilltop Elementary School					Teague Park School					Caribou Middle School					Caribou High School					Limestone Community School																	RSU 39								
	PreK	K	1	2	PreK-2	PreK	3	4	5	3-5	5	6	7	8	6-8	9	10	11	12	9-12	PreK	K	1	2	3	4	5	6	7	8	9	10	11	12	PreK-12	PreK-2	3-5	6-8	PreK-8	9-12	PreK-12					
	Historical																																													
2006-07	0	92	100	89	281	79	99	103	0	281	106	127	110	120	463	80	177	122	129	608	10	25	21	19	25	24	27	28	26	20	40	27	25	19	336	435	384	431	1,250	719	1,969					
2007-08	0	88	81	100	269	80	87	101	0	268	95	102	126	112	435	69	148	164	113	594	8	15	24	17	19	23	20	25	26	28	34	26	22	21	308	413	345	419	1,177	697	1,874					
2008-09	0	84	88	85	257	54	100	88	0	242	106	92	104	124	426	59	149	142	131	581	15	16	16	20	19	20	22	23	22	23	40	25	22	23	306	378	355	388	1,121	691	1,812					
2009-10	77	77	89	93	336	0	85	100	0	185	85	110	104	107	406	65	142	130	117	554	11	11	18	15	22	14	18	20	22	25	30	31	20	20	277	391	324	388	1,103	655	1,758					
2010-11	52	82	70	88	292	0	87	84	99	270	0	81	122	105	308	46	152	124	128	550	14	15	13	18	14	21	15	20	25	18	33	30	29	21	286	352	320	371	1,043	663	1,706					
2011-12	76	66	87	73	302	0	91	89	95	275	0	100	89	125	314	48	124	139	109	520	17	18	18	12	17	11	21	13	20	23	27	26	22	27	272	367	324	370	1,061	622	1,683					
2012-13	59	89	70	83	301	0	75	89	90	254	0	96	100	87	283	56	125	114	130	525	14	21	17	16	11	17	13	21	14	18	35	14	26	19	256	369	295	336	1,000	619	1,619					
2013-14	66	79	87	77	309	0	75	76	94	245	0	82	102	95	279	20	121	110	105	456	9	18	21	15	16	12	15	14	21	18	35	26	15	27	262	372	288	332	992	559	1,551					
2014-15	75	74	81	79	309	0	75	77	69	221	0	89	91	87	267	30	98	112	102	442	17	12	19	19	13	13	10	14	10	20	29	22	20	15	233	376	257	311	944	528	1,472					
	Projected																																													
2015-16	68	65	76	83	292	0	78	76	76	230	0	68	92	82	242	119	113	92	120	444	12	26	13	19	19	13	13	9	12	12	29	18	21	19	235	362	275	275	912	531	1,443					
2016-17	63	82	65	76	286	0	81	78	74	233	0	76	70	87	233	109	99	102	100	410	14	15	27	12	18	18	13	12	8	14	22	20	17	17	227	354	282	267	903	486	1,389					
2017-18	60	75	82	66	283	0	76	83	76	235	0	73	79	65	217	123	93	89	110	415	10	18	17	24	12	17	17	12	12	8	21	15	18	15	216	352	281	249	882	484	1,366					
2018-19	56	72	77	84	289	0	65	77	81	223	0	76	76	74	226	100	100	82	97	379	16	13	18	15	23	11	16	16	11	11	18	13	15	16	212	351	273	264	888	441	1,329					
2019-20	60	68	73	77	278	0	84	65	74	223	0	79	79	72	230	122	87	91	101	401	13	21	14	17	14	22	11	15	15	11	16	12	12	11	204	343	270	271	884	452	1,336					
2020-21	60	71	68	72	271	0	77	85	64	226	0	74	83	74	231	118	103	78	110	409	13	17	21	12	16	14	21	10	14	16	21	11	12	11	209	334	277	271	882	464	1,346					
2021-22	60	71	72	70	273	0	73	79	81	233	0	63	77	78	218	117	102	92	106	417	13	17	17	19	12	16	14	21	9	15	27	15	9	9	213	339	275	263	877	477	1,354					
2022-23	60	71	72	73	276	0	68	76	77	221	0	83	64	71	218	115	98	90	112	415	13	17	17	16	19	11	15	13	18	9	26	17	14	9	214	339	266	258	863	481	1,344					
2023-24	60	71	72	73	276	0	73	71	72	216	0	75	86	61	222	106	96	88	107	397	13	17	17	16	15	18	11	15	11	19	16	17	16	12	213	339	260	267	866	458	1,324					
2024-25	60	71	72	73	276	0	73	75	68	216	0	72	78	80	230	93	91	86	102	372	13	17	17	16	15	15	16	10	13	12	33	10	16	12	215	339	262	265	866	443	1,309					

Notes: PreK enrollment was at the Teague Park School from 2006 to 2008 before moving to Hilltop Elementary School. The 5th grade class was at the Caribou Middle School before moving to Teague Park in 2010-11.

2014-15 Best Fit Model Enrollment Projections for RSU 39, Completed February 2015

Data produced by Planning Decisions Inc.

JN: 3095
 Project Description: K-8 District School
 Project Location: Caribou, Maine
 Date: 12/14/2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Elementary School
 Land Use Code (LUC) 520**

Students 281

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Sample Size	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 1.29 (X)	362	33	50%	50%	181	181	---
AM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
PM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
AM Peak Hour of Generator	T = 0.42 (X)	118	38	55%	45%	65	53	---
PM Peak Hour of Generator	T = 0.28 (X)	79	37	46%	55%	36	43	---
Saturday	---	---	---	---	---	---	---	---
Saturday Peak Hour of Generator	---	---	---	---	---	---	---	---

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Sample Size	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	---	---	---	---	---	---	---	---
AM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
PM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
AM Peak Hour of Generator	$\ln(T) = 1.11\ln(X) - 1.73$	93	38	55%	45%	51	42	0.5
PM Peak Hour of Generator	$\ln(T) = 1.08\ln(X) - 1.90$	86	37	46%	55%	30	36	0.52
Saturday	---	---	---	---	---	---	---	---
Saturday Peak Hour of Generator	---	---	---	---	---	---	---	---

* Percentages rounded to nearest 5%

JN: 3095
 Project Description: K-8 District School
 Project Location: Caribou, Maine
 Date: 12/14/2015

Gorill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Middle School/Junior High School
 Land Use Code (LUC) 522**

Students 463

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Sample Size	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 1.62 (X)	750	20	50%	50%	375	375	---
AM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
PM Peak Hour of Adj. Street Traffic	T = 0.15 (X)	69	11	50%	50%	35	34	---
AM Peak Hour of Generator	T = 0.53 (X)	245	21	55%	45%	135	110	---
PM Peak Hour of Generator	T = 0.30 (X)	139	23	45%	55%	63	76	---
Saturday	---	---	---	---	---	---	---	---
Saturday Peak Hour of Generator	---	---	---	---	---	---	---	---

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Sample Size	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	---	---	---	---	---	---	---	---
AM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
PM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
AM Peak Hour of Generator	T = 0.79 (X) - 228.00	138	21	55%	45%	76	62	0.5
PM Peak Hour of Generator		---	---	---	---	---	---	---
Saturday	---	---	---	---	---	---	---	---
Saturday Peak Hour of Generator	---	---	---	---	---	---	---	---

* Percentages rounded to nearest 5%

JN: 3095
 Project Description: K-8 District School
 Project Location: Caribou, Maine
 Date: 12/14/2015

Gorrill-Palmer Consulting Engineers, Inc.
 P. O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Elementary School
 Land Use Code (LUC) 520**

Students 223

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Sample Size	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 1.29 (X)	288	33	50%	50%	144	144	---
AM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
PM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
AM Peak Hour of Generator	T = 0.42 (X)	94	38	55%	45%	52	42	---
PM Peak Hour of Generator	T = 0.28 (X)	62	37	45%	55%	28	34	---
Saturday	---	---	---	---	---	---	---	---
Saturday Peak Hour of Generator	---	---	---	---	---	---	---	---

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Sample Size	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	---	---	---	---	---	---	---	---
AM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
PM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
AM Peak Hour of Generator	Ln(T) = 1.11Ln (X) - 1.73	72	38	55%	45%	40	32	0.5
PM Peak Hour of Generator	Ln(T) = 1.08Ln (X) - 1.90	51	37	45%	55%	23	28	0.52
Saturday	---	---	---	---	---	---	---	---
Saturday Peak Hour of Generator	---	---	---	---	---	---	---	---

* Percentages rounded to nearest 5%

JN: 3095
 Project Description: K-8 District School
 Project Location: Caribou, Maine
 Date: 12/14/2015

Gorrill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Elementary School
 Land Use Code (LUC) 520**

Students 278

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Sample Size	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 1.29 (X)	359	33	50%	50%	180	179	---
AM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
PM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
AM Peak Hour of Generator	T = 0.42 (X)	117	38	55%	45%	64	53	---
PM Peak Hour of Generator	T = 0.28 (X)	78	37	45%	55%	35	43	---
Saturday	---	---	---	---	---	---	---	---
Saturday Peak Hour of Generator	---	---	---	---	---	---	---	---

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Sample Size	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	---	---	---	---	---	---	---	---
AM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
PM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
AM Peak Hour of Generator	$\ln(T) = 1.11\ln(X) - 1.73$	92	38	55%	45%	51	41	0.5
PM Peak Hour of Generator	$\ln(T) = 1.08\ln(X) - 1.90$	65	37	45%	55%	29	36	0.52
Saturday	---	---	---	---	---	---	---	---
Saturday Peak Hour of Generator	---	---	---	---	---	---	---	---

* Percentages rounded to nearest 5%

JN: 3095
 Project Description: K-8 District School
 Project Location: Caribou, Maine
 Date: 12/14/2015

Gorill-Palmer Consulting Engineers, Inc.
 P.O. Box 1237
 15 Shaker Road
 Gray, Maine 04039

**Middle School/Junior High School
 Land Use Code (LUC) 522**

Students 230

Average Rate

Time Period	ITE Trip Rate	Trip Ends	Sample Size	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	T = 1.62 (X)	373	20	50%	50%	187	186	---
AM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
PM Peak Hour of Adj. Street Traffic	T = 0.15 (X)	35	11	50%	50%	18	17	---
AM Peak Hour of Generator	T = 0.53 (X)	122	21	55%	45%	67	55	---
PM Peak Hour of Generator	T = 0.30 (X)	69	23	45%	55%	31	38	---
Saturday	---	---	---	---	---	---	---	---
Saturday Peak Hour of Generator	---	---	---	---	---	---	---	---

* Percentages rounded to nearest 5%

Fitted Curve Equation

Time Period	ITE Trip Rate	Trip Ends	Sample Size	Directional Split *		Directional Distribution		R ²
				IN	OUT	IN	OUT	
Weekday	---	---	---	---	---	---	---	---
AM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
PM Peak Hour of Adj. Street Traffic	---	---	---	---	---	---	---	---
AM Peak Hour of Generator	T = 0.79 (X) - 228.00	-46	21	55%	45%	-25	-21	0.5
PM Peak Hour of Generator		---	---	---	---	---	---	---
Saturday	---	---	---	---	---	---	---	---
Saturday Peak Hour of Generator	---	---	---	---	---	---	---	---

* Percentages rounded to nearest 5%

Baseline**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 Intervals	1	1	1	1	1	1
Vehs Entered	442	486	487	443	428	457
Vehs Exited	444	488	488	442	424	458
Starting Vehs	3	3	7	2	2	3
Ending Vehs	1	1	6	3	6	2
Travel Distance (mi)	108	119	120	109	104	112
Travel Time (hr)	4.3	4.8	4.8	4.4	4.2	4.5
Total Delay (hr)	0.4	0.5	0.5	0.4	0.4	0.4
Total Stops	157	156	163	149	151	157
Fuel Used (gal)	3.9	4.3	4.3	3.9	3.7	4.0

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	442	486	487	443	428	457
Vehs Exited	444	488	488	442	424	458
Starting Vehs	3	3	7	2	2	3
Ending Vehs	1	1	6	3	6	2
Travel Distance (mi)	108	119	120	109	104	112
Travel Time (hr)	4.3	4.8	4.8	4.4	4.2	4.5
Total Delay (hr)	0.4	0.5	0.5	0.4	0.4	0.4
Total Stops	157	156	163	149	151	157
Fuel Used (gal)	3.9	4.3	4.3	3.9	3.7	4.0

Baseline**3: Park Street & Glenn Street Performance by approach**

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	0.2	0.2	0.2
Total Del/Veh (s)	5.4	6.2	1.1	1.0	2.5

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.2

Baseline

12/22/2015

Intersection: 3: Park Street & Glenn Street

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	79	86	35	48
Average Queue (ft)	37	38	5	4
95th Queue (ft)	61	74	23	27
Link Distance (ft)	560	527	624	700
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Baseline

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 Intervals	1	1	1	1	1	1
Vehs Entered	551	585	604	588	549	574
Vehs Exited	554	587	607	589	547	577
Starting Vehs	5	3	8	4	4	3
Ending Vehs	2	1	5	3	6	1
Travel Distance (mi)	136	144	149	145	135	142
Travel Time (hr)	5.5	5.9	6.1	6.1	5.5	5.8
Total Delay (hr)	0.5	0.6	0.6	0.7	0.6	0.6
Total Stops	192	206	221	230	212	213
Fuel Used (gal)	5.0	5.3	5.5	5.3	5.0	5.2

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	551	585	604	588	549	574
Vehs Exited	554	587	607	589	547	577
Starting Vehs	5	3	8	4	4	3
Ending Vehs	2	1	5	3	6	1
Travel Distance (mi)	136	144	149	145	135	142
Travel Time (hr)	5.5	5.9	6.1	6.1	5.5	5.8
Total Delay (hr)	0.5	0.6	0.6	0.7	0.6	0.6
Total Stops	192	206	221	230	212	213
Fuel Used (gal)	5.0	5.3	5.5	5.3	5.0	5.2

Baseline

12/22/2015

3: Park Street & Glenn Street Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.2	0.2	0.2
Total Del/Veh (s)	6.4	6.4	1.1	1.1	3.0

Total Network Performance

Denied Del/Veh (s)	0.2
Total Del/Veh (s)	3.6

Baseline**Intersection: 3: Park Street & Glenn Street**

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	87	92	44	69
Average Queue (ft)	44	40	9	4
95th Queue (ft)	74	75	33	29
Link Distance (ft)	560	527	624	700
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

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

Bennett Dr area

REPORT PARAMETERS

Year 2012, Start Month 1 through Year 2014 End Month: 12

Route: 0161B	Start Node: 8446 End Node: 61738	Start Offset: 0 End Offset: 0	<input type="checkbox"/> Exclude First Node <input type="checkbox"/> Exclude Last Node
Route: 0310131	Start Node: 8453 End Node: 61737	Start Offset: 0 End Offset: 0	<input type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0310067	Start Node: 7524 End Node: 8453	Start Offset: 0 End Offset: 0	<input type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0310036	Start Node: 7524 End Node: 7528	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input type="checkbox"/> Exclude Last Node
Route: 3201032	Start Node: 61738 End Node: 8447	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 3201040	Start Node: 61737 End Node: 8668	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0089X	Start Node: 8446 End Node: 9399	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 03A0134	Start Node: 7573 End Node: 60465	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input type="checkbox"/> Exclude Last Node
Route: 0089W	Start Node: 9399 End Node: 7573	Start Offset: 0 End Offset: 0	<input type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 03B0135	Start Node: 60464 End Node: 60466	Start Offset: 0 End Offset: 0	<input type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

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

Bennett Dr area

REPORT PARAMETERS

Year 2012, Start Month 1 through Year 2014 End Month: 12

Route: 0310133	Start Node: 8671 End Node: 8676	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input type="checkbox"/> Exclude Last Node
Route: 3201506	Start Node: 63351 End Node: 63352	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0310038	Start Node: 8670 End Node: 7526	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0310079	Start Node: 7507 End Node: 8672	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0310079	Start Node: 8449 End Node: 7507	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0310042	Start Node: 7505 End Node: 8448	Start Offset: 0 End Offset: 0	<input type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0310037	Start Node: 7519 End Node: 8674	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0310035	Start Node: 7508 End Node: 7511	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0310031	Start Node: 7510 End Node: 7525	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0310126	Start Node: 7518 End Node: 7522	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 Report

Report Selections and Input Parameters

REPORT SELECTIONS

☒ Crash Summary I ☐ Section Detail ☒ Crash Summary II ☐ 1320 Public ☐ 1320 Private ☐ 1320 Summary

REPORT DESCRIPTION

Bennett Dr area

REPORT PARAMETERS

Year 2012, Start Month 1 through Year 2014 End Month: 12

Route: 0310015	Start Node: 7514 End Node: 7515	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0310083	Start Node: 7516 End Node: 7517	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0310083	Start Node: 7517 End Node: 7520	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0310050	Start Node: 7514 End Node: 7523	Start Offset: 0 End Offset: 0	<input type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0310093	Start Node: 8450 End Node: 7513	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0310111	Start Node: 7506 End Node: 7512	Start Offset: 0 End Offset: 0	<input checked="" type="checkbox"/> Exclude First Node <input checked="" type="checkbox"/> Exclude Last Node
Route: 0310126	Start Node: 8452 End Node: 7518	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

Nodes													
Node	Route - MP	Node Description	U/R	Total Crashes	Injury	Crashes	Percent Annual M	Crash Rate	Critical	CRF			
					K	A	B	C	PD	Injury	Ent-Veh	Rate	Rate
8446	0161B - 0.79	Int of HIGH ST MAIN ST	2	0	0	0	0	0	0	0.0	2.913	0.00	0.39
												Statewide Crash Rate:	0.13
61737	0161B - 0.83	Int of HERSCHEL ST HIGH ST MAIN ST	2	14	0	0	1	3	10	28.6	3.318	1.41	0.37
												Statewide Crash Rate:	0.13
61738	0161B - 0.86	Non Int HERSCHEL ST	2	3	0	0	0	1	2	33.3	2.555	0.39	0.40
												Statewide Crash Rate:	0.13
8453	0310131 - 0.62	Int of GARDEN CIR MAIN ST	2	0	0	0	0	0	0	0.0	1.174	0.00	0.48
												Statewide Crash Rate:	0.13
8452	0310131 - 0.67	Int of MAIN ST WESTWIND DR	2	0	0	0	0	0	0	0.0	1.216	0.00	0.48
												Statewide Crash Rate:	0.13
8451	0310131 - 0.78	Int of COUNTRY RD MAIN ST	2	1	0	0	0	1	0	100.0	1.265	0.26	0.47
												Statewide Crash Rate:	0.13
8450	0310131 - 0.83	Int of HARVEST RD MAIN ST RESERVOIR ST	2	1	0	0	0	1	0	100.0	1.414	0.24	0.46
												Statewide Crash Rate:	0.13
8449	0310131 - 1.02	Int of MAIN ST PARK ST	2	3	0	0	0	1	2	33.3	1.765	0.57	0.44
												Statewide Crash Rate:	0.13
7489	0310131 - 1.07	Int of COLLINS ST MAIN ST	2	3	0	0	0	1	2	33.3	1.607	0.62	0.45
												Statewide Crash Rate:	0.13
8448	0310131 - 1.08	Int of HAMMOND ST MAIN ST	2	0	0	0	0	0	0	0.0	1.409	0.00	0.46
												Statewide Crash Rate:	0.13
8447	0310131 - 1.10	Int of HERSCHEL ST MAIN ST	2	1	0	0	0	0	1	0.0	1.500	0.22	0.46
												Statewide Crash Rate:	0.13
7524	0310067 - 0	0304690 CAR,GARDEN CIR,.07 E/O N MAIN	2	0	0	0	0	0	0	0.0	0.094	0.00	0.18
												Statewide Crash Rate:	0.14
7525	0310036 - 0.09	0304691 CAR,GARDEN CIRCLE,ELMWOOD AV	2	0	0	0	0	0	0	0.0	0.090	0.00	0.14
												Statewide Crash Rate:	0.14
7526	0310036 - 0.16	0304692 CAR,GLENN ST,GARDEN CIRCLE (S)	2	0	0	0	0	0	0	0.0	0.332	0.00	0.60
												Statewide Crash Rate:	0.14
7528	0310036 - 0.20	0304694 CAR,GLENN ST,GARDEN CIRCLE (N)	2	0	0	0	0	0	0	0.0	0.279	0.00	0.60
												Statewide Crash Rate:	0.14
8668	0089X - 0.04	Non Int HIGH ST	2	0	0	0	0	0	0	0.0	2.879	0.00	0.39
												Statewide Crash Rate:	0.13
8669	0089X - 0.21	Int of GOLDFRANK DR HIGH ST	2	0	0	0	0	0	0	0.0	3.138	0.00	0.38
												Statewide Crash Rate:	0.13
8670	0089X - 0.23	Int of GLENN ST HIGH ST	2	1	0	0	0	1	0	100.0	3.384	0.10	0.37
												Statewide Crash Rate:	0.13
A63352	0089X - 0.30	Int of HIGH ST RD INV 3201506	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00
												Statewide Crash Rate:	0.13
P8671	0089X - 0.33	Int of BENNETT DR HIGH ST PLEASANT ST	2	6	0	0	1	1	4	33.3	3.597	0.56	0.37
												Statewide Crash Rate:	0.13
7536	0089X - 0.38	Int of BARRETT AV HIGH ST	2	0	0	0	0	0	0	0.0	1.306	0.00	0.47
												Statewide Crash Rate:	0.13
7573	0089X - 0.41	Int of CUT HIGH ST	2	0	0	0	0	0	0	0.0	1.326	0.00	0.47
												Statewide Crash Rate:	0.13

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Node	Route - MP	Node Description	U/R	Nodes							Percent Annual M	Crash Rate	Critical Rate	CRF
				Total Crashes	K	A	B	C	PD	Injury				
60465	03A0134 - 0.04	Int of CUT PRESQUE ISLE RD	2	0	0	0	0	0	0	0.0	0.965	0.00	0.53	0.00
9399	0089W - 0.80	Int of HIGH ST PRESQUE ISLE RD	2	6	0	1	0	2	3	50.0	0.684	2.92	0.57	5.14
60466	0089W - 0.84	Int of CUT HIGH ST	2	2	0	0	0	0	2	0.0	0.675	0.99	0.57	1.73
60464	03B0135 - 0	Int of CUT PRESQUE ISLE RD	2	0	0	0	0	0	0	0.0	1.132	0.00	0.52	0.00
A63351	0310133 - 0.03	Int of BENNETT DR RD INV 3201506	2	0	0	0	0	0	0	0.0	0.000	0.00	0.00	0.00
8672	0310133 - 0.14	Int of BENNETT DR LIBERTY ST PARK ST	2	1	0	0	0	0	1	0.0	3.197	0.10	0.38	0.00
8673	0310133 - 0.24	Int of BENNETT DR NORTH ST	2	0	0	0	0	0	0	0.0	2.753	0.00	0.39	0.00
8674	0310133 - 0.43	Int of BENNETT DR GLENDALE RD SPERRY DR	2	2	0	0	0	0	2	0.0	3.402	0.20	0.37	0.00
8675	0310133 - 0.48	Int of BENNETT DR LAURETTE CIR LAURETTE ST	2	4	0	0	0	0	4	0.0	3.279	0.41	0.38	1.08
8975	0310133 - 0.76	Int of BENNETT DR SKYWAY DR	2	3	0	0	0	0	3	0.0	2.975	0.34	0.38	0.00
8676	0310133 - 0.84	Int of BENNETT DR VAN BUREN RD	2	2	0	0	0	0	2	0.0	2.205	0.30	0.44	0.00
7507	0310038 - 0.14	Int of GLENN ST PARK ST	2	5	0	0	1	1	3	40.0	1.766	0.94	0.44	2.15
7508	0310038 - 0.22	0304674 CAR, GLENN ST, FRANKLIN ST	2	0	0	0	0	0	0	0.0	1.205	0.00	0.51	0.00
7509	0310038 - 0.24	0304675 CAR, GLENN ST, 02 N/O FRANKLIN	2	0	0	0	0	0	0	0.0	1.057	0.00	0.52	0.00
7519	0310038 - 0.44	0304685 CAR, GLENN ST, SPERRY DR	2	1	0	0	0	0	1	0.0	1.128	0.30	0.52	0.00
7520	0310038 - 0.45	0304686 CAR, GLENN ST, PILGRIM RD	2	0	0	0	0	0	0	0.0	0.530	0.00	0.59	0.00
7522	0310038 - 0.51	0304688 CAR, GLENN ST, WESTWIND DR	2	0	0	0	0	0	0	0.0	0.422	0.00	0.60	0.00
7506	0310079 - 0.07	Int of PARK ST, TEAGUE ST	2	0	0	0	0	0	0	0.0	0.987	0.00	0.50	0.00
7505	0310042 - 0	0304671 CAR, HAMMOND ST, END	2	0	0	0	0	0	0	0.0	0.017	0.00	-5.58	0.00
7510	0310035 - 0.07	0304676 CAR, FRANKLIN ST, ELMWOOD AVE	2	0	0	0	0	0	0	0.0	0.074	0.00	-0.07	0.00
7513	0310031 - 0.11	0304679 CAR, ELMWOOD AVE, RESERVOIR ST	2	0	0	0	0	0	0	0.0	0.139	0.00	0.43	0.00
7515	0310031 - 0.17	0304681 CAR, ELMWOOD AVE, CAROLINE AVE	2	0	0	0	0	0	0	0.0	0.126	0.00	0.39	0.00

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Nodes															
Node	Route - MP	Node Description	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF	
7517	0310031 - 0.22	0304683 CAR,ELMWOOD AVE,PILGRIM RD	2	0	0	0	0	0	0	0.0	0.152	0.00	0.47	0.00	
												Statewide Crash Rate:	0.14		
7518	0310031 - 0.28	0304684 CAR,WESTWIND DR,ELMWOOD AVE	2	1	0	0	0	0	1	0.0	0.143	2.33	0.45	5.21	
												Statewide Crash Rate:	0.14		
7514	0310050 - 0	0304680 CAR,WINDY HILL DR,CAROLINE AV	2	0	0	0	0	0	0	0.0	0.029	0.00	-2.29	0.00	
												Statewide Crash Rate:	0.14		
7516	0310050 - 0.04	0304682 CAR,WINDY HILL DR,PILGRIM RD	2	0	0	0	0	0	0	0.0	0.035	0.00	-1.66	0.00	
												Statewide Crash Rate:	0.14		
7512	0310093 - 0.07	0304678 CAR,RESERVOIR ST,TEAGUE ST	2	0	0	0	0	0	0	0.0	0.169	0.00	0.51	0.00	
												Statewide Crash Rate:	0.14		
7511	0310111 - 0.10	0304677 CAR,TEAGUE ST,FREANKLIN ST	2	0	0	0	0	0	0	0.0	0.088	0.00	0.13	0.00	
												Statewide Crash Rate:	0.14		
7523	0310126 - 0.06	0304689 CAR,WINDY HILL DR,WESTWIND DR	2	0	0	0	0	0	0	0.0	0.114	0.00	0.32	0.00	
												Statewide Crash Rate:	0.14		
Study Years: 3.00			NODE TOTALS:		60	0	1	3	13	43	28.3	66.009	0.30	0.20	1.55

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary I

Sections																		
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF	
8446	61737	3115506	0 - 0.04	0161B - 0.79 ST RTE 161B	0.04	2	0	0	0	0	0	0	0.0	0.00068	0.00	649.05	0.00	
Int of HIGH ST MAIN ST															Statewide Crash Rate: 163.89			
61738	61737	3139237	0 - 0.03	0161B - 0.83 ST RTE 161B	0.03	2	1	0	0	0	0	1	0.0	0.00058	571.88	666.58	0.00	
Non Int HERSCHEL ST															Statewide Crash Rate: 163.89			
8452	8453	3131472	0 - 0.05	0310131 - 0.62 RD INV 03 10131	0.05	2	1	0	0	0	0	1	0.0	0.00056	592.05	670.28	0.00	
Int of MAIN ST WESTWIND DR															Statewide Crash Rate: 163.89			
8451	8452	3099189	0 - 0.11	0310131 - 0.67 RD INV 03 10131	0.11	2	0	0	0	0	0	0	0.0	0.00132	0.00	562.16	0.00	
Int of COUNTRY RD MAIN ST															Statewide Crash Rate: 163.89			
8450	8451	3131471	0 - 0.05	0310131 - 0.78 RD INV 03 10131	0.05	2	0	0	0	0	0	0	0.0	0.00064	0.00	656.41	0.00	
Int of HARVEST RD MAIN ST RESERVOIR ST															Statewide Crash Rate: 163.89			
8449	8450	3104981	0 - 0.19	0310131 - 0.83 RD INV 03 10131	0.19	2	1	0	0	0	0	1	0.0	0.00236	141.49	485.42	0.00	
Int of MAIN ST PARK ST															Statewide Crash Rate: 163.89			
7489	8449	3104472	0 - 0.05	0310131 - 1.02 RD INV 03 10131	0.05	2	0	0	0	0	0	0	0.0	0.00065	0.00	654.73	0.00	
Int of COLLINS ST MAIN ST															Statewide Crash Rate: 163.89			
7489	8448	3104471	0 - 0.01	0310131 - 1.07 RD INV 03 10131	0.01	2	0	0	0	0	0	0	0.0	0.00014	0.00	573.55	0.00	
Int of COLLINS ST MAIN ST															Statewide Crash Rate: 163.89			
8447	8448	3104980	0 - 0.02	0310131 - 1.08 RD INV 03 10131	0.02	2	0	0	0	0	0	0	0.0	0.00028	0.00	706.77	0.00	
Int of HERSCHEL ST MAIN ST															Statewide Crash Rate: 163.89			
61737	8447	3115507	0 - 0.03	0310131 - 1.10 RD INV 03 10131	0.03	2	0	0	0	0	0	0	0.0	0.00024	0.00	697.68	0.00	
Int of HERSCHEL ST HIGH ST MAIN ST															Statewide Crash Rate: 163.89			
7524	8453	180808	0 - 0.07	0310067 - 0 RD INV 03 10067	0.07	2	0	0	0	0	0	0	0.0	0.00005	0.00	901.20	0.00	
0304690 CAR,GARDEN CIR..07 E/O N MAIN															Statewide Crash Rate: 359.35			
7524	7525	180807	0 - 0.09	0310036 - 0 RD INV 03 10036	0.09	2	0	0	0	0	0	0	0.0	0.00007	0.00	1341.19	0.00	
0304690 CAR,GARDEN CIR..07 E/O N MAIN															Statewide Crash Rate: 359.35			
7525	7526	180809	0 - 0.07	0310036 - 0.09 RD INV 03 10036	0.07	2	0	0	0	0	0	0	0.0	0.00005	0.00	901.20	0.00	
0304691 CAR,GARDEN CIRCLE,ELMWOOD AV															Statewide Crash Rate: 359.35			
7526	7528	180810	0 - 0.04	0310036 - 0.16 RD INV 03 10036	0.04	2	0	0	0	0	0	0	0.0	0.00011	0.00	1527.55	0.00	
0304692 CAR,GLENN ST,GARDEN CIRCLE (S)															Statewide Crash Rate: 359.35			
61738	8447	3115508	0 - 0.04	3201032 - 0 RD INV 3201032	0.04	2	0	0	0	0	0	0	0.0	0.00024	0.00	699.93	0.00	
Non Int HERSCHEL ST															Statewide Crash Rate: 163.89			
61737	8668	3129669	0 - 0.03	3201040 - 0 3201040	0.03	2	0	0	0	0	0	0	0.0	0.00049	0.00	684.62	0.00	
Int of HERSCHEL ST HIGH ST MAIN ST															Statewide Crash Rate: 163.89			
8446	8668	3104979	0 - 0.04	0089X - 0 ST RTE 89	0.04	2	0	0	0	0	0	0	0.0	0.00055	0.00	672.39	0.00	
Int of HIGH ST MAIN ST															Statewide Crash Rate: 163.89			
8668	8669	3105293	0 - 0.17	0089X - 0.04 ST RTE 89	0.17	2	5	0	0	0	1	4	20.0	0.00510	326.88	397.85	0.00	
Non Int HIGH ST															Statewide Crash Rate: 163.89			
8669	8670	3123891	0 - 0.02	0089X - 0.21 ST RTE 89	0.02	2	0	0	0	0	0	0	0.0	0.00064	0.00	655.70	0.00	
Int of GOLDFRANK DR HIGH ST															Statewide Crash Rate: 163.89			
8670	63352	3116020	0 - 0.07	0089X - 0.23 ST RTE 89	0.07	2	0	0	0	0	0	0	0.0	0.00216	0.00	496.13	0.00	
Int of GLENN ST HIGH ST															Statewide Crash Rate: 163.89			

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Crash Summary I

Sections																	
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
63352	8671	3129717	0 - 0.03	0089X - 0.30	0.03	2	0	0	0	0	0	0	0.0	0.00056	0.00	671.65	0.00
Int of HIGH ST RD INV 3201506				ST RTE 89											Statewide Crash Rate: 163.89		
7536	8671	3098710	0 - 0.05	0089X - 0.33	0.05	2	2	0	0	0	0	2	0.0	0.00065	1020.95	653.74	1.56
Int of BARRETT AV HIGH ST				ST RTE 89											Statewide Crash Rate: 163.89		
7536	7573	3104478	0 - 0.03	0089X - 0.38	0.03	2	1	0	0	0	0	1	0.0	0.00039	853.18	700.56	1.22
Int of BARRETT AV HIGH ST				ST RTE 89											Statewide Crash Rate: 163.89		
9399	7573	3942584	0 - 0.03	0089X - 0.41	0.03	2	0	0	0	0	0	0	0.0	0.00000	0.00	0.00	0.00
Int of HIGH ST PRESQUE ISLE RD				ST RTE 89											Statewide Crash Rate: 163.89		
9399	7573	3942584	0.03 - 0.05	0089X - 0.41	0.02	2	0	0	0	0	0	0	0.0	0.00000	0.00	0.00	0.00
Int of HIGH ST PRESQUE ISLE RD				ST RTE 89											Statewide Crash Rate: 163.89		
60465	7573	3117463	0 - 0.04	03A0134 - 0	0.04	2	0	0	0	0	0	0	0.0	0.00008	0.00	218.56	0.00
Int of CUT PRESQUE ISLE RD				RD INV 03 A0134											Statewide Crash Rate: 163.89		
9399	60466	3115244	0 - 0.04	0089W - 0.80	0.04	2	0	0	0	0	0	0	0.0	0.00009	0.00	327.91	0.00
Int of HIGH ST PRESQUE ISLE RD				ST RTE 89W											Statewide Crash Rate: 163.89		
60466	7573	3130264	0 - 0.01	0089W - 0.84	0.01	2	0	0	0	0	0	0	0.0	0.00007	0.00	11.98	0.00
Int of CUT HIGH ST				ST RTE 89W											Statewide Crash Rate: 163.89		
60466	60464	3140235	0 - 0.07	03B0135 - 0	0.07	2	0	0	0	0	0	0	0.0	0.00031	0.00	233.04	0.00
Int of CUT HIGH ST				RD INV 03 B0135											Statewide Crash Rate: 68.66		
8671	63351	3116019	0 - 0.03	0310133 - 0	0.03	2	0	0	0	0	0	0	0.0	0.00039	0.00	700.09	0.00
Int of BENNETT DR HIGH ST PLEASANT ST				RD INV 03 10133											Statewide Crash Rate: 163.89		
63351	8672	3118504	0 - 0.11	0310133 - 0.03	0.11	2	0	0	0	0	0	0	0.0	0.00281	0.00	463.82	0.00
Int of BENNETT DR RD INV 3201506				RD INV 03 10133											Statewide Crash Rate: 163.89		
8672	8673	3105294	0 - 0.10	0310133 - 0.14	0.10	2	1	0	0	0	0	1	0.0	0.00275	121.17	466.31	0.00
Int of BENNETT DR LIBERTY ST PARK ST				RD INV 03 10133											Statewide Crash Rate: 163.89		
8673	8674	3129227	0 - 0.19	0310133 - 0.24	0.19	2	3	0	0	0	3	0	100.0	0.00509	196.56	398.07	0.00
Int of BENNETT DR NORTH ST				RD INV 03 10133											Statewide Crash Rate: 163.89		
8674	8675	3122128	0 - 0.05	0310133 - 0.43	0.05	2	0	0	0	0	0	0	0.0	0.00164	0.00	532.29	0.00
Int of BENNETT DR GLENDALE RD SPERRY DR				RD INV 03 10133											Statewide Crash Rate: 163.89		
8675	8975	3131493	0 - 0.28	0310133 - 0.48	0.28	2	12	0	0	2	0	10	16.7	0.00873	458.19	348.58	1.31
Int of BENNETT DR LAURETTE CIR LAURETTE ST				RD INV 03 10133											Statewide Crash Rate: 163.89		
8676	8975	3105295	0 - 0.08	0310133 - 0.76	0.08	2	4	0	0	0	0	4	0.0	0.00203	656.63	504.34	1.30
Int of BENNETT DR VAN BUREN RD				RD INV 03 10133											Statewide Crash Rate: 163.89		
63351	63352	3118956	0 - 0.06	3201506 - 0	0.06	2	0	0	0	0	0	0	0.0	0.00074	0.00	637.92	0.00
Int of BENNETT DR RD INV 3201506				RD INV 3201506											Statewide Crash Rate: 163.89		
7507	8670	180780	0 - 0.14	0310038 - 0	0.14	2	0	0	0	0	0	0	0.0	0.00065	0.00	1207.84	0.00
Int of GLENN ST PARK ST				RD INV 03 10038											Statewide Crash Rate: 359.35		
7507	7508	180779	0 - 0.08	0310038 - 0.14	0.08	2	0	0	0	0	0	0	0.0	0.00097	0.00	1094.11	0.00
Int of GLENN ST PARK ST				RD INV 03 10038											Statewide Crash Rate: 359.35		

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Crash Summary I

Sections																	
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
7508	7509	180782	0 - 0.02	0310038 - 0.22	0.02	2	0	0	0	0	0	0	0.0	0.00023	0.00	1496.62	0.00
0304674 CAR, GLENN ST, FRANKLIN ST				RD INV 03 10038											Statewide Crash Rate: 359.35		
7509	7519	180784	0 - 0.20	0310038 - 0.24	0.20	2	1	0	0	0	0	1	0.0	0.00196	170.13	911.22	0.00
0304675 CAR, GLENN ST, D2 N/O FRANKLIN				RD INV 03 10038											Statewide Crash Rate: 359.35		
7519	7520	180801	0 - 0.01	0310038 - 0.44	0.01	2	0	0	0	0	0	0	0.0	0.00005	0.00	1083.10	0.00
0304685 CAR, GLENN ST, SPERRY DR				RD INV 03 10038											Statewide Crash Rate: 359.35		
7520	7522	180803	0 - 0.06	0310038 - 0.45	0.06	2	0	0	0	0	0	0	0.0	0.00024	0.00	1480.81	0.00
0304686 CAR, GLENN ST, PILGRIM RD				RD INV 03 10038											Statewide Crash Rate: 359.35		
7522	7526	180805	0 - 0.06	0310038 - 0.51	0.06	2	0	0	0	0	0	0	0.0	0.00020	0.00	1521.22	0.00
0304688 CAR, GLENN ST, WESTWIND DR				RD INV 03 10038											Statewide Crash Rate: 359.35		
7507	8672	3104477	0 - 0.11	0310079 - 0.22	0.11	2	0	0	0	0	0	0	0.0	0.00106	0.00	591.82	0.00
Int of GLENN ST PARK ST				RD INV 03 10079											Statewide Crash Rate: 163.89		
7506	8449	3104476	0 - 0.07	0310079 - 0	0.07	2	0	0	0	0	0	0	0.0	0.00070	0.00	646.13	0.00
Int of PARK ST, TEAGUE ST				RD INV 03 10079											Statewide Crash Rate: 163.89		
7506	7507	3104475	0 - 0.15	0310079 - 0.07	0.15	2	0	0	0	0	0	0	0.0	0.00135	0.00	558.84	0.00
Int of PARK ST, TEAGUE ST				RD INV 03 10079											Statewide Crash Rate: 163.39		
7505	8448	180775	0 - 0.17	0310042 - 0	0.17	2	2	0	0	0	1	1	50.0	0.00006	11806.62	1159.61	10.18
0304671 CAR, HAMMOND ST, END				RD INV 03 10042											Statewide Crash Rate: 359.35		
7519	8674	180802	0 - 0.10	0310037 - 0	0.10	2	1	0	0	0	0	1	0.0	0.00075	445.48	1167.28	0.00
0304685 CAR, GLENN ST, SPERRY DR				RD INV 03 10037											Statewide Crash Rate: 359.35		
7508	7510	180783	0 - 0.07	0310035 - 0	0.07	2	0	0	0	0	0	0	0.0	0.00005	0.00	979.91	0.00
0304674 CAR, GLENN ST, FRANKLIN ST				RD INV 03 10035											Statewide Crash Rate: 359.35		
7510	7511	180785	0 - 0.08	0310035 - 0.07	0.08	2	0	0	0	0	0	0	0.0	0.00003	0.00	-443.61	0.00
0304676 CAR, FRANKLIN ST, ELMWOOD AVE				RD INV 03 10035											Statewide Crash Rate: 359.35		
7510	7513	180786	0 - 0.11	0310031 - 0	0.11	2	0	0	0	0	0	0	0.0	0.00005	0.00	973.60	0.00
0304676 CAR, FRANKLIN ST, ELMWOOD AVE				RD INV 03 10031											Statewide Crash Rate: 359.35		
7513	7515	180790	0 - 0.06	0310031 - 0.11	0.06	2	0	0	0	0	0	0	0.0	0.00007	0.00	1303.47	0.00
0304679 CAR, ELMWOOD AVE, RESERVOIR ST				RD INV 03 10031											Statewide Crash Rate: 359.35		
7515	7517	180793	0 - 0.05	0310031 - 0.17	0.05	2	0	0	0	0	0	0	0.0	0.00005	0.00	998.38	0.00
0304681 CAR, ELMWOOD AVE, CAROLINE AVE				RD INV 03 10031											Statewide Crash Rate: 359.35		
7517	7518	180796	0 - 0.06	0310031 - 0.22	0.06	2	0	0	0	0	0	0	0.0	0.00003	0.00	35.49	0.00
0304683 CAR, ELMWOOD AVE, PILGRIM RD				RD INV 03 10031											Statewide Crash Rate: 359.35		
7518	7525	180800	0 - 0.05	0310031 - 0.28	0.05	2	1	0	0	0	0	1	0.0	0.00002	18084.00	-2115.88	0.00
0304684 CAR, WESTWIND DR, ELMWOOD AVE				RD INV 03 10031											Statewide Crash Rate: 359.35		
7518	7522	180798	0 - 0.08	0310126 - 0.16	0.08	2	0	0	0	0	0	0	0.0	0.00008	0.00	1456.40	0.00
0304684 CAR, WESTWIND DR, ELMWOOD AVE				RD INV 03 10126											Statewide Crash Rate: 359.35		
7514	7515	180791	0 - 0.10	0310015 - 0	0.10	2	0	0	0	0	0	0	0.0	0.00004	0.00	827.96	0.00
0304630 CAR, WINDY HILL DR, CAROLINE AV				RD INV 03 10015											Statewide Crash Rate: 359.35		
7516	7517	180794	0 - 0.09	0310083 - 0	0.09	2	0	0	0	0	0	0	0.0	0.00003	0.00	-438.76	0.00
0304682 CAR, WINDY HILL DR, PILGRIM RD				RD INV 03 10083											Statewide Crash Rate: 359.35		

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Crash Summary I

Sections																	
Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	K	Injury A	Crashes B	Crashes C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
7517	7520	180797	0 - 0.08	0310083 - 0.09	0.08	2	0	0	0	0	0	0	0.0	0.00010	0.00	1510.89	0.00
0304683 CAR, ELMWOOD AVE, PILGRIM RD				RD INV 03 10083											Statewide Crash Rate: 359.35		
7514	7516	180792	0 - 0.04	0310050 - 0	0.04	2	0	0	0	0	0	0	0.0	0.00001	0.00	-	0.00
0304680 CAR, WINDY HILL DR, CAROLINE AV				RD INV 03 10050											Statewide Crash Rate: 359.35		
7516	7523	180795	0 - 0.06	0310050 - 0.04	0.06	2	0	0	0	0	0	0	0.0	0.00002	0.00	-3311.91	0.00
0304682 CAR, WINDY HILL DR, PILGRIM RD				RD INV 03 10050											Statewide Crash Rate: 359.35		
7512	8450	180789	0 - 0.07	0310093 - 0	0.07	2	0	0	0	0	0	0	0.0	0.00011	0.00	1523.95	0.00
0304678 CAR, RESERVOIR ST, TEAGUE ST				RD INV 03 10093											Statewide Crash Rate: 359.35		
7512	7513	180788	0 - 0.08	0310093 - 0.07	0.08	2	0	0	0	0	0	0	0.0	0.00010	0.00	1510.89	0.00
0304678 CAR, RESERVOIR ST, TEAGUE ST				RD INV 03 10093											Statewide Crash Rate: 359.35		
7506	7511	180777	0 - 0.10	0310111 - 0	0.10	2	0	0	0	0	0	0	0.0	0.00008	0.00	1434.49	0.00
Int of PARK ST, TEAGUE ST				RD INV 03 10111											Statewide Crash Rate: 359.35		
7511	7512	180787	0 - 0.10	0310111 - 0.10	0.10	2	0	0	0	0	0	0	0.0	0.00006	0.00	1257.67	0.00
0304677 CAR, TEAGUE ST, FREANKLIN ST				RD INV 03 10111											Statewide Crash Rate: 359.35		
7523	8452	180806	0 - 0.06	0310126 - 0	0.06	2	0	0	0	0	0	0	0.0	0.00007	0.00	1303.47	0.00
0304689 CAR, WINDY HILL DR, WESTWIND DR				RD INV 03 10126											Statewide Crash Rate: 359.35		
7518	7523	180799	0 - 0.10	0310126 - 0.06	0.10	2	1	0	0	0	0	1	0.0	0.00009	3623.98	1487.02	2.44
0304684 CAR, WESTWIND DR, ELMWOOD AVE				RD INV 03 10126											Statewide Crash Rate: 359.35		
Study Years: 3.00				Section Totals:	5.05		37	0	0	2	5	30	18.9	0.05251	234.87	272.96	0.86
				Grand Totals:	5.05		97	0	1	5	18	73	24.7	0.05251	615.74	398.82	1.54

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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				
8446	61737	3115506	0 - 0.04	0161B - 0.79	0	0	0	0	0	0				
61738	61737	3139237	0 - 0.03	0161B - 0.83	1	0	0	0	0	1	2012-26082	03/31/2012	0.84	PD
8452	8453	3131472	0 - 0.05	0310131 - 0.62	1	0	0	0	0	1	2012-26067	03/27/2012	0.66	PD
8451	8452	3099189	0 - 0.11	0310131 - 0.67	0	0	0	0	0	0				
8450	8451	3131471	0 - 0.05	0310131 - 0.78	0	0	0	0	0	0				
8449	8450	3104981	0 - 0.19	0310131 - 0.83	1	0	0	0	0	1	2014-20368	07/26/2014	0.87	PD
7489	8449	3104472	0 - 0.05	0310131 - 1.02	0	0	0	0	0	0				
7489	8448	3104471	0 - 0.01	0310131 - 1.07	0	0	0	0	0	0				
8447	8448	3104980	0 - 0.02	0310131 - 1.08	0	0	0	0	0	0				
61737	8447	3115507	0 - 0.03	0310131 - 1.10	0	0	0	0	0	0				
7524	8453	180808	0 - 0.07	0310067 - 0	0	0	0	0	0	0				
7524	7525	180807	0 - 0.09	0310036 - 0	0	0	0	0	0	0				
7525	7526	180809	0 - 0.07	0310036 - 0.09	0	0	0	0	0	0				
7526	7528	180810	0 - 0.04	0310036 - 0.16	0	0	0	0	0	0				
61738	8447	3115508	0 - 0.04	3201032 - 0	0	0	0	0	0	0				
61737	8668	3129669	0 - 0.03	3201040 - 0	0	0	0	0	0	0				
8446	8668	3104979	0 - 0.04	0089X - 0	0	0	0	0	0	0				
8668	8669	3105293	0 - 0.17	0089X - 0.04	5	0	0	0	1	4	2012-26071	02/11/2012	0.08	PD
											2012-31887	06/29/2012	0.12	C
											2014-4565	02/02/2014	0.12	PD
											2014-11342	04/15/2014	0.15	PD
											2012-25965	03/21/2012	0.16	PD
8669	8670	3123891	0 - 0.02	0089X - 0.21	0	0	0	0	0	0				
8670	63352	3116020	0 - 0.07	0089X - 0.23	0	0	0	0	0	0				
63352	8671	3129717	0 - 0.03	0089X - 0.30	0	0	0	0	0	0				
7536	8671	3098710	0 - 0.05	0089X - 0.33	2	0	0	0	0	2	2012-49458	12/20/2012	0.35	PD
											2014-881	01/04/2014	0.35	PD
7536	7573	3104478	0 - 0.03	0089X - 0.38	1	0	0	0	0	1	2013-32322	09/25/2013	0.39	PD
9399	7573	3942584	0.03 - 0.05	0089X - 0.41	0	0	0	0	0	0				
9399	7573	3942584	0 - 0.03	0089X - 0.41	0	0	0	0	0	0				
60465	7573	3117463	0 - 0.04	03A0134 - 0	0	0	0	0	0	0				
9399	60466	3115244	0 - 0.04	0089W - 0.80	0	0	0	0	0	0				
60466	7573	3130264	0 - 0.01	0089W - 0.84	0	0	0	0	0	0				
60466	60464	3140235	0 - 0.07	03B0135 - 0	0	0	0	0	0	0				
8671	63351	3116019	0 - 0.03	0310133 - 0	0	0	0	0	0	0				
63351	8672	3118504	0 - 0.11	0310133 - 0.03	0	0	0	0	0	0				
8672	8673	3105294	0 - 0.10	0310133 - 0.14	1	0	0	0	0	1	2013-14964	06/17/2013	0.22	PD

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary

Section Details													
Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	K	Injury Crashes				Crash Report	Crash Date	Injury Mile Point Degree
8673	8674	3129227	0 - 0.19	0310133 - 0.24	3	0	0	0	3	0	2014-30352	11/04/2014	0.30 C
											2012-48091	12/17/2012	0.40 C
											2013-32323	09/27/2013	0.40 C
8674	8675	3122128	0 - 0.05	0310133 - 0.43	0	0	0	0	0	0			
8675	8975	3131493	0 - 0.28	0310133 - 0.48	12	0	0	2	0	10	2014-33258	11/29/2014	0.52 PD
											2013-10068	04/19/2013	0.56 PD
											2013-449	01/05/2013	0.57 PD
											2014-3396	01/24/2014	0.58 PD
											2013-35497	12/27/2013	0.58 PD
											2013-32337	10/08/2013	0.60 B
											2014-8996	03/20/2014	0.60 PD
											2013-32345	10/21/2013	0.61 PD
											2012-29699	05/30/2012	0.62 PD
											2013-32284	07/10/2013	0.63 B
											2014-29176	10/27/2014	0.66 PD
											2014-6441	01/11/2014	0.68 PD
8676	8975	3105295	0 - 0.08	0310133 - 0.76	4	0	0	0	0	4	2013-6057	02/28/2013	0.79 PD
											2014-20363	07/16/2014	0.79 PD
											2014-9442	03/19/2014	0.80 PD
											2012-31472	06/16/2012	0.80 PD
63351	63352	3118956	0 - 0.06	3201506 - 0	0	0	0	0	0	0			
7507	8670	180780	0 - 0.14	0310038 - 0	0	0	0	0	0	0			
7507	7508	180779	0 - 0.08	0310038 - 0.14	0	0	0	0	0	0			
7508	7509	180782	0 - 0.02	0310038 - 0.22	0	0	0	0	0	0			
7509	7519	180784	0 - 0.20	0310038 - 0.24	1	0	0	0	0	1	2013-7013	03/11/2013	0.28 PD
7519	7520	180801	0 - 0.01	0310038 - 0.44	0	0	0	0	0	0			
7520	7522	180803	0 - 0.06	0310038 - 0.45	0	0	0	0	0	0			
7522	7526	180805	0 - 0.06	0310038 - 0.51	0	0	0	0	0	0			
7507	8672	3104477	0 - 0.11	0310079 - 0.22	0	0	0	0	0	0			
7506	8449	3104476	0 - 0.07	0310079 - 0	0	0	0	0	0	0			
7506	7507	3104475	0 - 0.15	0310079 - 0.07	0	0	0	0	0	0			
7505	8448	180775	0 - 0.17	0310042 - 0	2	0	0	0	1	1	2013-32297	08/02/2013	0.02 PD
											2014-24254	08/31/2014	0.09 C
7519	8674	180802	0 - 0.10	0310037 - 0	1	0	0	0	0	1	2013-11064	04/30/2013	0.02 PD
7508	7510	180783	0 - 0.07	0310035 - 0	0	0	0	0	0	0			

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

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				
7510	7511	180785	0 - 0.08	0310035 - 0.07	0	0	0	0	0	0	2013-12351	05/18/2013	0.30	PD
7510	7513	180786	0 - 0.11	0310031 - 0	0	0	0	0	0	0				
7513	7515	180790	0 - 0.06	0310031 - 0.11	0	0	0	0	0	0				
7515	7517	180793	0 - 0.05	0310031 - 0.17	0	0	0	0	0	0				
7517	7518	180796	0 - 0.06	0310031 - 0.22	0	0	0	0	0	0				
7518	7525	180800	0 - 0.05	0310031 - 0.28	1	0	0	0	0	1				
7518	7522	180798	0 - 0.08	0310126 - 0.16	0	0	0	0	0	0				
7514	7515	180791	0 - 0.10	0310015 - 0	0	0	0	0	0	0				
7516	7517	180794	0 - 0.09	0310083 - 0	0	0	0	0	0	0	2013-12350	05/18/2013	0.12	PD
7517	7520	180797	0 - 0.08	0310083 - 0.09	0	0	0	0	0	0				
7514	7516	180792	0 - 0.04	0310050 - 0	0	0	0	0	0	0				
7516	7523	180795	0 - 0.06	0310050 - 0.04	0	0	0	0	0	0				
7512	8450	180789	0 - 0.07	0310093 - 0	0	0	0	0	0	0				
7512	7513	180788	0 - 0.08	0310093 - 0.07	0	0	0	0	0	0				
7506	7511	180777	0 - 0.10	0310111 - 0	0	0	0	0	0	0				
7511	7512	180787	0 - 0.10	0310111 - 0.10	0	0	0	0	0	0				
7523	8452	180806	0 - 0.06	0310126 - 0	0	0	0	0	0	0	2013-12350	05/18/2013	0.12	PD
7518	7523	180799	0 - 0.10	0310126 - 0.06	1	0	0	0	0	1				
Totals:					37	0	0	2	5	30				

Maine Department Of Transportation - Traffic Engineering, Crash Records Section
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	1	0	0	0	0	1	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	6
MONDAY	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	2	6	0	1	0	1	0	0	0	0	0	13
TUESDAY	1	0	0	0	0	0	0	3	2	0	0	7	1	1	0	3	0	2	0	0	0	0	0	0	0	20	
WEDNESDAY	0	0	0	0	0	0	0	1	0	1	2	1	1	0	2	1	2	3	1	1	0	0	0	0	0	16	
THURSDAY	0	0	0	0	0	0	0	0	2	2	1	0	0	2	1	1	1	0	0	0	0	0	0	0	0	10	
FRIDAY	0	0	0	0	0	0	0	0	0	2	0	1	2	0	2	1	2	1	0	4	1	1	0	1	0	18	
SATURDAY	0	0	0	0	0	0	0	0	0	4	0	0	4	0	2	1	0	1	1	0	0	1	0	0	0	14	
Totals	1	0	0	0	1	0	0	4	5	11	4	10	9	3	7	9	12	8	3	5	2	2	0	1	0	97	

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	108	23-Bicyclist	0
2-(Sport) Utility Vehicle	25	24-Witness	15
3-Passenger Van	7	25-Other	0
4-Cargo Van (10K lbs or Less)	2	Total	203
5-Pickup	38		
6-Motor Home	0		
7-School Bus	0		
8-Transit Bus	1		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	1		
12-Moped	1		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	2		
17-Medium/Heavy Trucks (More than 10,000 lbs)	1		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	2		

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	40	48	2	0	0	0	90
Ran Off Roadway	3	0	0	0	0	0	3
Failed to Yield Right-of-Way	18	10	0	0	0	0	28
Ran Red Light	1	0	0	0	0	0	1
Ran Stop Sign	3	2	0	0	0	0	5
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	1	0	0	0	0	1
Drove Too Fast For Conditions	7	4	0	0	0	0	11
Improper Turn	0	0	2	0	0	0	2
Improper Backing	2	3	0	0	0	0	5
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	6	10	0	0	0	0	16
Failed to Keep in Proper Lane	5	0	0	0	0	0	5
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	2	1	0	0	0	0	3
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	1	0	0	0	0	1
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	6	4	0	0	0	0	10
Unknown	2	0	0	0	0	0	2
Total	95	84	4	0	0	0	183

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	94	81	3	0	0	2	180
Physically Impaired or Handicapped	0	1	0	0	0	0	1
Emotional (Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	1	0	0	0	0	0	1
Asleep or Fatigued	0	0	0	0	0	0	0
Under the Influence of Medications/Drugs/Alcohol	1	1	0	0	0	0	2
Other	1	1	1	0	0	0	3
Total	97	84	4	0	0	2	187

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	26	0	0	0	0	26
20-24	24	0	0	0	0	24
25-29	19	0	0	0	0	19
30-39	28	0	0	0	0	28
40-49	24	0	0	0	0	24
50-59	27	0	0	0	0	27
60-69	16	0	0	0	0	16
70-79	14	0	0	0	0	14
80-Over	8	0	0	0	0	8
Unknown	0	0	0	2	0	2
Total	186	0	0	2	0	188

Maine Department Of Transportation - Traffic Engineering, Crash Records Section
Crash Summary II - Characteristics

Most Harmful Event	
Most Harmful Event	Total
1-Overturn / Rollover	0
2-Fire / Explosion	1
3-Immersion	0
4-Jackknife	0
5-Cargo / Equipment Loss Or Shift	0
6-Fell / Jumped from Motor Vehicle	0
7-Thrown or Falling Object	0
8-Other Non-Collision	2
9-Pedestrian	0
10-Pedalcycle	0
11-Railway Vehicle - Train, Engine	0
12-Animal	0
13-Motor Vehicle in Transport	149
14-Parked Motor Vehicle	4
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	8
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	1
25-Ditch	0
26-Embankment	0
27-Guardrail Face	1
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	1
34-Traffic Signal Support	0
35-Fence	0
36-Mailbox	1
37-Other Post Pole or Support	0

Most Harmful Event	
Most Harmful Event	Total
38-Other Fixed Object (wall, building, tunnel, etc.)	0
39-Unknown	18
40-Gate or Cable	0
41-Pressure Ridge	0
Total	186

Traffic Control Devices	
Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	2
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	32
6-Yield Sign	21
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	42
14-Other	0
Total	97

Injury Data		
Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	1	1
B	5	8
C	18	20
PD	73	0
Total	97	29

Road Character	
Road Grade	Total
1-Level	62
2-On Grade	32
3-Top of Hill	0
4-Bottom of Hill	3
5-Other	0
Total	97

Light	
Light Condition	Total
1-Daylight	75
2-Dawn	1
3-Dusk	6
4-Dark - Lighted	15
5-Dark - Not Lighted	0
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	97

Maine Department Of Transportation - Traffic Engineering, Crash Records Section

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2012	2013	2014	Total
JANUARY	4	7	6	17
FEBRUARY	3	4	3	10
MARCH	4	3	3	10
APRIL	1	4	3	8
MAY	1	2	0	3
JUNE	4	1	0	5
JULY	2	2	4	8
AUGUST	1	1	4	6
SEPTEMBER	1	2	2	5
OCTOBER	0	7	1	8
NOVEMBER	3	0	3	6
DECEMBER	5	4	2	11
Total	29	37	31	97

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	4	2	12	19	0	11	0	0	0	0	0	0	0	48
Head-on / Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	13	10	0	13	0	0	0	0	0	0	0	36
Pedestrians	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	2	0	6	0	0	1	0	0	0	0	0	0	0	9
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	1	1	0	0	0	0	0	0	0	0	0	0	0	2
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	1	0	0	0	0	0	0	0	0	0	0	0	0	1
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	8	3	31	29	0	26	0	0	0	0	0	0	0	97

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	1	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	5	1	0	0	0	0	0	1	0	0	2	9
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	32	4	0	0	0	0	1	5	0	0	7	49
Dusk	5	0	0	0	0	0	0	0	0	0	0	5
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	1	0	0	0	0	0	0	0	0	0	0	1
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	11	0	0	0	0	0	2	2	0	0	2	17
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	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	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
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	1	0	0	0	0	0	0	0	0	0	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
Snow												
Dark - Lighted	0	0	0	0	0	0	0	3	0	0	1	4
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	1	0	0	0	1
Daylight	0	0	0	0	0	0	1	3	0	0	2	6
Dusk	0	0	0	0	0	0	0	1	0	0	0	1
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	54	6	0	0	0	0	4	17	0	0	0	97