TERRADYN CONSULTANTS, LLC

207.926.5111
info@terradynconsultants.com
www.terradynconsultants.com

January 5, 2026 Project #25-34

Julie Erdman, Planning Director
Town of Brunswick
85 Union Street
Brunswick, ME 04011

Garnet Ridge Subdivision
Waiver Request Submission
119 Moody Road, Brunswick, Maine

Dear Julie

Terradyn Consultants, on behalf of **Alex and Stefanie Hallett**, is pleased to submit the enclosed updated materials related to the proposed Garnet Ridge Subdivision off 119 Moody Road. The intent of this submission is to request a vote from the planning board on the two waiver requests required for the proposed subdivision:

- **Dead-end road length greater than maximum permitted length:**
  1,725 LF private subdivision road + 2,775 LF public Moody Road = 4,500 LF
  4,500 LF total length - 1,500 LF allowed dead-end length = 3,000 LF exceedance
  (58% of the exceedance is the proposed road, 42% exists)
- **Increase in number of housing units served by a dead-end road:**
  12 proposed subdivision units + 37 existing/approved Moody Road units = 49 total units
  49 Moody Road units – 25 allowed dead-end units = 24 unit exceedance
  (50% of the exceedance is the proposed subdivision, 50% exists)

Meeting History:

A Planning Board meeting was held on October 21st to review the Sketch Plan for the original subdivision proposal. This plan included 22 lots and a total of 33 new housing units along a 2,525 linear-foot private dead-end road. During the meeting, the board expressed concerns about the overall size of the development and its potential impact on natural resources. One of the primary concerns was the proposed road alignment, which would have fragmented the habitat of two Significant Vernal Pools.

The plan was modified and submitted for a workshop meeting with the planning board on December 9, 2025. The plan was modified to reduce the scale of development and at the 12/9/25 meeting included 13 lots, comprising a total of 17 housing units, and the length of the private dead-end road has been shortened to 1,725 linear feet. Importantly, the revised design eliminated road and lot impacts to the Significant Vernal Pool Habitat by relocating the road alignment.

Feedback received at the workshop meeting led to further modifications of the proposed subdivision as outlined in this letter. Most significantly, the number of units has been further decreased to 13 units (12 new). This letter also includes a 3rd party Traffic Impact Assessment.

Proposed Development

The applicant now proposes to subdivide the property into 13 lots, summarized below:

- One single family lot around the existing house with access & frontage from Moody Road.
- Seven single-family lots for sale.
- One single-family lot to be retained by the developer for their new home.
- Four single-family lots to be retained by the developer and units rented.
- This is a total of 12 new residential units and 1 existing residential unit. The 12 new units will gain frontage and access from the proposed dead-end road.

Duplexes and accessory dwelling units are no longer part of the development plan. Despite the reduction in overall size, the proposed number of housing units will still require a waiver from the Planning Board, as it exceeds the maximum allowed for a dead-end street when added to the other existing homes on Moody Road. However, the subdivision is now approximately half the size of the original proposal. Stand alone the development has only 12 units on a dead-end road.

Roadway, Vernal Pools and Wetlands:

The road will meet private road standards and is designed to follow the outer edge of the 250-foot terrestrial habitat surrounding the Significant Vernal Pool, rather than splitting between two such pools. This redesign ensures that there will be no impact to the Significant Vernal Pool habitat from either the road or the lots. The IF&W Vernal Pool Assessment review was completed and is included in Attachment 1.

The total length of the road is approximately 1,725 linear feet, which is 800 feet shorter than the sketch design. Nonetheless, a waiver from the Planning Board will still be required, as the road length exceeds the maximum permitted length for a dead-end street when added to the existing Moody Road dead-end length. A summary of the current design compared to the sketch and workshop plans is provided below:

	Sketch Subdivision Plan	Workshop Subdivision Plan	Current Subdivision Plan
Lots	22 Lots	13 Lots	13 Lots
Total Housing Units (Including existing house)	34 Units	17 Units	13 Units
New Housing Units	33 Units	16 Units	12 Units
Single Family	15	8	12
Duplex	6 (12 Units)	4 (8 Units)	0
ADU	6	0	0
Length of Road	2,525 LF	1,725 LF	1,725 LF
Impacts to SVP	46,677 SF	0 SF	0 SF
Impacts to Wetlands	5,658 SF	8,766 SF	8,021 SF
Open Space %	47.64%	69.14%	72.65%

The wetland impacts were reduced in this current plan by designing the wetland crossing adjacent to the vernal pool habitat. The roadway crosses 125 LF of wetlands at approximate Sta 11+00. The crossing design includes three open bottom 36" culverts embedded 12" for hydraulic and habitat connectivity. The roadway section was designed to reduce wetland impacts by implementing 2:1 side slopes and curb. The wetland impacts at this crossing are 6,659 SF. An additional 24 LF wetland crossing is anticipated at Sta 5+50 that will result in approximately 1,362 SF of impacts. The total wetland impacts resulting from this project are 8,021 SF.

Disturbance Restrictions:

Disturbance restrictions have been added to the subdivision to ensure limited clearing and limited impacts to the wildlife block. The disturbance restrictions are shown on the subdivision and site plans included with this submission. A note indicating the maximum disturbed area on each lot is included on the subdivision plan, which will be recorded. These maximum disturbed areas will also be included in the legal documents for the HOA. Below is a summary of the restrictions:

- Lot 1 is existing
- Lot 2-4 will have a disturbance limit of 15,000 SF
- Lots 5-8 & 10-13 will have a disturbance limit of 20,000 SF
- Lot 9 (owner lot) will have a total disturbance limit of 50,000 SF (including an area for the house, lawn, greenhouse, and longer driveway)

Open Space:

The redesigned subdivision is proposed as an Open Space Development and will adhere to the dimensional standards outlined in Table 4.2.5.C(5). The minimum lot size in the revised plan is approximately 25,000 square feet. The remaining land within the subdivision will be conserved as open space. In accordance with the ordinance, which requires 45% open space in the RF district, the updated plan surpasses this requirement by providing 72.65% open space. The 57.91 acres of open space will be conserved in perpetuity and owned by the existing homeowner/developer. The open space conservation is outlined in the HOA documents, attached to this letter. These documents will be legally recorded to ensure conservation in perpetuity. A portion of the open space 20.13 acres will be granted to the HOA members of the subdivision for access and enjoyment through an easement. The remaining portion of the open space surrounding the most sensitive areas (WOSS, Inland Waterfowl and Wading Bird Habitat, Shoreland Zone, and 250' wetland setback in Shoreland Zone) will remain in the private open space to limit disturbance by humans and protect the natural wildlife habitat. This private open space area is also closest to the wildlife habitat block that extends off-site. Both portions of open space will be conserved in perpetuity with access on trails for enjoyment of nature, as outlined in Attachment 2.

Wildlife Block:

A portion of the subdivision parcel is situated within a designated wildlife habitat block, which encompasses approximately 74.40 acres (93%) of the subdivision parcel. After accounting for disturbance restrictions on proposed residential lots, potential stormwater areas and the road right-of-way, 8.635 acres or 11.61% of the block area within the parcel **could** potentially be disturbed. According to the Table 2.3.5.E, the project qualifies for a density bonus; however, as

the allowable density is 25.43 units and only 13 units are proposed, so the density bonus is not necessary.

The contiguous Wildlife Block area that the subdivision parcel is part of is 1,579.25 acres. The project is proposing to impact a maximum of 8.635 acres out of the 1,579.25 acres contiguous Wildlife Block, which represents only 0.5% of the total area. This is achieved by implementing careful engineering design and imposing lot restrictions to safeguard environmental and wildlife resources as much as possible, while still permitting responsible development and providing needed housing. A figure showing the wildlife block and development area is provided in Attachment 3.

Traffic

A third-party Traffic Impact Assessment was completed by Barton and Loguidice, and is provided in Attachment 4. A summary of that assessment is provided below:

The proposed Garnet Ridge Subdivision will add 12 single-family homes and is expected to generate 11–16 vehicle trips during peak hours, which is well below the threshold requiring a MaineDOT Traffic Movement Permit. A Safety analysis of the area found no high-crash locations along Moody and Durham Road, and the study concluded that there are no speed concerns along Moody Road. Sight distance measurements at the intersection with Durham Road meet MaineDOT requirements and sight distance at the proposed intersection with Moody Road can be improved to meet state standards with minor vegetation trimming and regrading. The study concludes that the development will have minimal impact on local traffic flow, with all approaches maintaining Level of Service A and only slight increases in vehicle queues, ensuring the existing road network can safely and efficiently accommodate the additional traffic.

Additionally, Terradyn is collaborating with the Brunswick School Department to assess the feasibility of establishing a bus turn-around at the proposed subdivision road entrance. The proposed road entrance has been designed to accommodate public works vehicles, and an easement will be granted to the Town for vehicle turning. This same area could be used by the bus as a turn-around and bus stop, which would allow the bus to travel down Moody and stop at a safer location than today. At present, the bus stops only along Durham Road for students residing on Moody Road, as it does not travel down Moody due to a lack of right-of-way for a turnaround. This situation poses safety risks for students who must board the bus on the much busier Durham Road. Permitting the school department to utilize the planned Town easement area at the start of the subdivision road for turnarounds would enhance student safety by providing a secure and efficient location for buses to operate.

Maine DEP Permitting

The proposed subdivision requires a Maine DEP Chapter 500 Stormwater Permit due to the amount of developed and impervious areas created. The subdivision includes 13 single-family lots on a 79.7 acre parcel, so does not trigger a Site Location of Development Permit (SLODA). Previously the project did trigger SLODA due to a larger number of units and duplex units. With the reduction in scale of this development, we are also reducing the level of permitting with DEP. However, we believe it is important to complete some of the SLODA required studies for this site given the site location and concerns of the community. We intend to still complete assessments

on wastewater disposal as required under Site Law including a nitrate-nitrogen impact assessment.

The project will be designed to meet Maine DEP and Town of Brunswick stormwater management requirements, and a full stormwater report will be submitted to Maine DEP and the Town. Erosion and Sediment Control standards will also be met.

Natural Resource Protection Act permitting is also required for the wetland impacts (Tier 1) and two stream crossings (Permit by Rule). IF&W, MNAP, MHPC, and Army Corps will all be involved in this permitting and provided assessments of the site. Responses from IF&W, MNAP and MHPC have already been received and were previously sent to the Town and Planning Board in our October 7th, 2025 sketch plan submission.

If the board would like to discuss any specific studies for this project ahead of our final submission, please let us know at the upcoming meeting so we can plan accordingly.

Closure

We look forward to further discussing this project with the Staff Review Committee at their 01/14/26 Meeting, and with the Planning Board at their 01/27/26 meeting. Please contact me with any questions or comments you have or if you need additional information.

Sincerely,
TERRADYN CONSULTANTS, LLC

Matthew Pelletier, P.E.
Project Engineer

cc: Alex & Stefanie Hallett

Attachment 1: MIFW Vernal Pool Verification
Attachment 2: HOA Documents
Attachment 3: Wildlife Block Figure
Attachment 4: Traffic Impact Assessment

ATTACHMENT 1

MIFW Vernal Pool Verification

STATE OF MAINE
DEPARTMENT OF ENVIRONMENTAL PROTECTION

JANET T. MILLS
GOVERNOR

MELANIE LOYZIM
COMMISSIONER

October 10, 2025

Alex and Stephanie Hallett
119 Moody Road
Brunswick, ME 04011

Re: Vernal Pool Significance Determination, Pool ID #s 5734, 5735, 5737, 5738–Brunswick

Dear Alex and Stephanie Hallett:

Vernal pools are temporary to semi-permanent wetlands occurring in shallow depressions that typically fill during the spring and dry during the summer or in drought years. They provide important breeding and foraging habitat for a wide variety of specialized wildlife species including several rare, threatened, and endangered species.

After conducting a field survey at your request, it has been determined that the vernal pools identified above on your property are NOT SIGNIFICANT because either: 1. the features do not meet the definition of a vernal pool under the Significant Wildlife Habitat rules, 06-096 CMR 335(9) or 2. the vernal pools do not meet the biological standards for exceptional wildlife use of the Significant Wildlife Habitat rules, 06-096 CMR 335(9)(B). Therefore, activities within 250 feet of the pools are not regulated under the Natural Resources Protection Act (NRPA) unless there are other protected natural resources nearby such as streams or freshwater wetlands. I have attached a copy of the database printout that verifies the State's findings with respect to your survey.

I want to also advise you that the pool areas on your property can be considered freshwater wetlands and therefore direct pool alterations may require permitting under the NRPA.

If you have any questions or need further clarification, please contact Mark Stebbins at 207-592-4810 or email at: Mark.N.Stebbins@maine.gov

Sincerely,

Robert Wood
Director, Bureau of Land Resources

cc. town file

IFW Recommendations for Significant Vernal Pool Determinations

The following is a list of pools and IFW's recommendations for whether or not they qualify as Significant Vernal Pools, one of Maine's Significant Wildlife Habitats.

Data current as of: Thursday, October 9, 2025

IFW's Pool ID: 5733 Twp: Brunswick
Observer's ID: VP-1
UTM Coordinates of Pool Center: 417104 E, 4864086 N
ProjectType: Moody Road Sub

Landowner:	Contact:
Alex and Stephanie Hallett	Erik Lema - Basswood Environmental LLC
119 Moody Road	32 Brentwood Road
Brunswick, ME 04011	Cape Elizabeth, ME 04107
(202) 276-6900 alexhallett13@gmail.com	(207) 518-8442 erik@basswoodenv.com

Survey Date: 5/1/2025
IFW's Recommendation: GREEN: SIGNIFICANT
IFW Comments: Pool provides significant habitat for spotted salamander.

IFW's Pool ID: 5734 Twp: Brunswick
Observer's ID: VP-2
UTM Coordinates of Pool Center: 416995 E, 4863980 N
ProjectType: Moody Road Sub

Landowner:	Contact:
Alex and Stephanie Hallett	Erik Lema - Basswood Environmental LLC
119 Moody Road	32 Brentwood Road
Brunswick, ME 04011	Cape Elizabeth, ME 04107
(202) 276-6900 alexhallett13@gmail.com	(207) 518-8442 erik@basswoodenv.com

Survey Date: 5/1/2025 Additional Survey Dates: 05/12/2025
IFW's Recommendation: RED: NOT SIGNIFICANT, does not meet the biological criteria
IFW Comments: Pool provides some habitat for wood frog but does not meet the biological criteria for significance.

IFW's Pool ID: 5735 Twp: Brunswick
Observer's ID: VP-3
UTM Coordinates of Pool Center: 417003 E, 4864051 N
ProjectType: Moody Road Sub

Landowner:	Contact:
Alex and Stephanie Hallett	Erik Lema - Basswood Environmental LLC
119 Moody Road	32 Brentwood Road
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IFW's Recommendation: RED: NOT SIGNIFICANT, does not meet the biological criteria
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IFW's Pool ID: 5736 Twp: Brunswick
Observer's ID: VP-4
UTM Coordinates of Pool Center: 416975 E, 4864069 N
ProjectType: Moody Road Sub

Landowner:	Contact:
Alex and Stephanie Hallett	Erik Lema - Basswood Environmental LLC
119 Moody Road	32 Brentwood Road
Brunswick, ME 04011	Cape Elizabeth, ME 04107
(202) 276-6900 alexhallett13@gmail.com	(207) 518-8442 erik@basswoodenv.com

Survey Date: 5/1/2025
IFW's Recommendation: GREEN: SIGNIFICANT
IFW Comments: Straddler pool with 100% surveyed. Pool provides significant habitat for spotted salamander and some habitat for wood frog.

IFW's Pool ID: 5737 Twp: Brunswick
Observer's ID: VP-5
UTM Coordinates of Pool Center: 417100 E, 4864249 N
ProjectType: Moody Road Sub

Landowner:	Contact:
Alex and Stephanie Hallett	Erik Lema - Basswood Environmental LLC
119 Moody Road	32 Brentwood Road
Brunswick, ME 04011	Cape Elizabeth, ME 04107
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Data current as of: Thursday, October 9, 2025

IFW's Pool ID: 5738 Twp: Brunswick
Observer's ID: VP-6

UTM Coordinates of Pool Center: 417222 E, 4864166 N
ProjectType: Moody Road Sub

Landowner:	Alex and Stephanie Hallett	Contact:	Erik Lema - Basswood Environmental LLC
	119 Moody Road		32 Brentwood Road
	Brunswick, ME 04011		Cape Elizabeth, ME 04107
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After conducting a field survey at your request, it has been determined that the vernal pools identified above on your property are SIGNIFICANT. I have attached a copy of the database printout that verifies the State's findings with respect to our surveys.

As significant vernal pools, all areas on your property within 250 feet of the vernal pool depressions, known as the "critical terrestrial habitat", will be subject to the requirements of the Natural Resources Protection Act, 38 M.R.S.A. §§480-A to 480-FF, and the Significant Wildlife Habitat rules, 06-096 CMR 335.

The Department will ensure that the vernal pools' location and status is entered and mapped in the State's vernal pool database. Note that if the pool depression (only) crosses two or more property boundaries the abutter(s) are similarly subject to the requirements of the Natural Resources Protection Act and the Significant Wildlife Habitat rules.

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Sincerely,

Robert Wood
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ATTACHMENT 2

HOA Documents

DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS and RESTRICTIONS, made this _____ day of _____, 2026, by [_____, LLC], a Maine limited liability company with offices in Brunswick, Maine, hereinafter referred to as “Declarant”.

WHEREAS, Declarant is the owner of certain lots or parcels of land situated off Moody Road, in the Town of Brunswick, County of Cumberland and State of Maine, pursuant to deeds recorded in the Cumberland County Registry of Deeds in Plan Book _____, Page _____ and in Plan Book _____, Page _____ (the “Property”);

WHEREAS, a Member of Declarant submitted plans and specifications of the Property for subdivision approval, which development is known as the "Garnet Ridge Subdivision", and is more particularly portrayed in [a Plan entitled ["Overall Subdivision Plan" prepared by Terradyn, LLC dated _____, 2026, revised to _____, 2026 and approved by the Town of Brunswick Planning Board on _____, 2026 and recorded in the Cumberland County Registry of Deeds in Plan Book _____, Page _____] (the “Plans"); and

WHEREAS, the Declarant desires to create a residential area of the Subdivision providing for the greatest possible degree of health, safety, environmental beauty, and amenity for the property owners and inhabitants thereof, and to accomplish the foregoing purposes, desires to subject the property to protective covenants and common easements and to further provide a Homeowners Association for the administration and enforcement of same, and provide the maintenance and improvement of certain common facilities, and the establishment, collection and disbursement of assessments, all as set forth hereinafter, each and all of which are for the benefit of the property and of each Lot subject to the protective covenants and easements hereinafter set forth, maintaining and improving certain rights of way and other common facilities, and otherwise carrying out the functions of a homeowners association and the provisions and objectives of this Declaration.

NOW, THEREFORE, Declarant hereby declares that the Lots portrayed on the Plans shall be held, occupied, improved, transferred, sold, leased and conveyed subject to the protective covenants and restrictions, the reservations and exceptions, the common rights and easements, and the provisions of the Homeowners Association hereinafter set forth, all of which are declared to be in furtherance of a uniform scheme for the development of the Property and that said protective covenants, reservations, common easements, and provisions for a homeowners association are intended to enhance and protect the value and desirability of the property as a whole, to mutually benefit each of the parcels located thereon, to create mutual equitable servitudes upon each of the parcels in favor for each and all other parcels therein and to create reciprocal rights and privities of contract and estate between all persons acquiring or owning any interest in any portion of the property including Declarant, and Declarant's grantees, successors, administrators, and assigns and shall be deemed to run with the land and be a burden and benefit to and enforceable by the Declarant (so long as the Declarant is the owner of a Lot), the Homeowners Association and the owner of a Lot.

ARTICLE I
Definitions

The following words, shall, as used herein, have the following meanings, unless the context plainly requires otherwise:

a. Road. [Insert Name of Road] and the roads and ways as shown on the Subdivision Plan;
b. Association. The Homeowners Association named "Garnet Ridge Homeowners Association," which Declarant shall organize as a nonprofit corporation for the purpose of administering and enforcing the protective covenants and easements hereinafter set forth, maintaining and improving certain rights of way and other common facilities, including maintenance of the road and otherwise carrying out the functions of a homeowners association and the provisions and objectives of this Declaration. Each lot owner shall be a member of the Association by reason of the ownership of that owner's lot. Membership shall cease upon sale of the lot.
c. Declarant. [_____, LLC], and any successor to all of Declarant's rights, title and interest in and to the property.
d. Owner. The record owner, whether one or more persons or entities, of the title to any parcel, but not including Declarant.
e. Lot or Parcel. Any one of the numbered lots within the property as shown upon the Plan, which may hereafter be conveyed by Declarant or subsequent owners.
f. Plan. The Plans for ["Garnet Ridge Subdivision, Moody Road, Brunswick, Maine" prepared for Alex Hallett & Stefanie Hallett by Terradyn, LLC, dated _____, 2026, and revised to _____, 2026, approved by the Town of Brunswick Planning Board on _____, 2026 and recorded in the Cumberland County Registry of Deeds in Plan Book _____, Page _____].
g. Subdivision. Garnet Ridge Subdivision as shown on the above-referenced Plan.

ARTICLE II
Amended Declarations

This Declaration may be amended from time to time by Amended Declarations duly executed by Declarant, or by the Garnet Ridge Homeowners Association, pursuant to a vote of the owners in accordance with the Bylaws of the Garnet Ridge Homeowners Association, and any amendment must be recorded in the Cumberland County Registry of Deeds. No such amendment shall render invalid any use of subdivision land within the property existing in accordance with this Declaration at the time of recording such Amended Declaration, and any such amendment shall be reasonably consistent with the uniform scheme of development established by this Declaration. The areas labeled "Conservation Land to be Retained by Owner" on the Plans shall not be altered without the approval of the Town of Brunswick Planning Board.

ARTICLE III
Reservations and Easements

There is hereby excepted and reserved to the Declarant, for so long as it owns any portion of the numbered parcels, and thereafter to the Association the following:

a. Road. A right of way for all purposes over, across and through [Insert Road Name], together with the right to install and maintain utility poles and lines adjacent to, within or under the traveled portion of said roads. The Declarant shall convey the road to the Association, which shall be responsible for maintenance. The Declarant also specifically reserves the right to extend a driveway, together with all utilities, from the end of the proposed road for a driveway to the land retained by Alex Hallett and Stefanie Hallett.

b. Underground Utilities. Declarant reserves the right to grant easements for utility purposes to enter onto any lot within fifteen (15) feet of the road lot line for the purpose of constructing, reconstructing, installing, replacing, and maintaining any and all underground or aboveground utilities therein and to extend, connect to, and use in common any previously installed utility by the lot owner providing that promptly after such entry, the surface of the ground shall be restored to substantially the same condition as it was in prior to such entry. For the purposes of this reservation of rights, "utilities" shall mean all utilities such as power, television, cable, phone, water and any other utility typically serving a residence.

c. Other. The right to exercise through the property any rights or powers hereinafter conferred upon the Association by an amended Declaration.

ARTICLE IV
Common Rights and Easements

Each conveyance of a parcel shall be deemed to include as appurtenant to said parcel, subject to such reasonable regulations as may be established from time to time by the Association, the following:

a. Access. A right of way for all purposes over and along [Insert Road Name], in the Subdivision, as said is shown on the Plan, in common with Declarant and in common with the owners of the other parcels.

b. Stormwater Treatment and Buffer Areas. As shown on the Subdivision Plan, the level lip spreaders provided for stormwater treatment and buffers will be located within easements to the Association for future maintenance and repair of these areas.

ARTICLE V
Fire Cisterns

As part of the development, two (2) 10,000-gallon fire cisterns each with a hydrant will be installed along the proposed Subdivision road to provide fire protection service. The cisterns, hydrants and all associated piping and appurtenances shall comply with the requirements of the Brunswick Fire Department as the same may be amended from time to time. At the

date of this Declaration the requirements are as follows: **[BRUNSWICK FIRE TO UPDATE THIS LIST]**

1. All tanks and associated equipment shall be installed and maintained in accordance with Standards for Water Tanks for Protection adopted by the State of Maine.
2. Usage: The Brunswick Fire Department will have unlimited usage of any and all underground fire storage tanks located within the Town of Brunswick for firefighting/public safety operations and or any other use deemed appropriate by the Fire Chief or his/her designee.
3. Inspection: The Town of Brunswick shall be permitted to visually or physically inspect underground tanks as they deem appropriate to ensure proper operation of tanks and tank components prior to burial.
4. Construction: Construction must be designed to safely withstand the service to which they are subjected. This includes pressure of the earth and pavement above the tank.
5. Materials: Suitable or acceptable materials include concrete, stainless steel, fiberglass, or lined concrete.
6. Installation: Tanks should be set on firm foundations and surrounded with appropriate backfill, well compacted into place. Tanks must be anchored or weighted to prevent floating in locations where the water table is high or may rise. Underground tanks must be protected against damaging loads.
7. Hardware: Each tank will be provided with two appropriately, permanently, and obviously labeled connections. These connections shall be labeled as "Suction" and "Fill"

   Suction: The connection labeled "suction" shall be a 6" NST female thread swivel with a male cap and located within 6 feet of pavement or hard surface suitable for support of fire apparatus. The center to cap elevation shall be 30" from final grade. The piping for this connection shall be constructed from 6" schedule 80 PVC from the bottom of the tank to the top of the water level, then a minimum of schedule 40 6" ID iron pipe from the top of the tank to the fire department connection. Piping must be constructed to pass through the interior of the tank and not through the end or underside.

   Fill: The connection labeled "fill" shall be a 4" fire department connection (stortz) that is remotely located from the suction. It shall be accessible and face in such direction as to ease operation. The connection shall require a stainless steel screen with a safety latch cap. This connection shall be permitted to terminate at the top of the tank.

   Vent: An appropriate vent must be provided for normal operation (1000 GPM) of any tank to permit filling and emptying and for the maximum expansion or contraction of the tank contents with changes in temperature. A screen shall be provided to prevent clogged vents, which may result in the rupturing of tanks from the internal pressure or collapse due to internal vacuum. Inadequate sized vents may have the same results. The vent shall be a minimum of 6 inches in circumference, be constructed of schedule 80 PVC pipe and terminate a minimum of 6 feet above grade.

   Site Gauge: All tanks shall be equipped with a site/water level gauge.

Pipe Materials: Pipe materials that are resistant to corrosion and have adequate strength to withstand the maximum service pressure, shall be used. Threaded or welded connections are acceptable.

8. Two tanks may be connected, or the connection of several tanks to hold the required gallons if approved by the town engineers. There shall be 3 (8") cross connections at the bottom of the tanks of (8") schedule 80 PVC pipe. There shall be 2 top cross connection vents of (6") schedule 80 PVC pipe.
9. The Declarant shall insure in writing to the Director of Planning and the Brunswick Fire Department, that the water in the tank and vertical lift of the hydrant will be protected from freezing.
10. The Declarant shall be responsible for any and all maintenance of the tank and all associated components to include snow/debris removal.
11. The Declarant shall be responsible for routine site inspections to verify physical condition of the tanks visible components and water level of tank. It shall be the responsibility of the owner or contractor to provide documentation of such inspections when requested.
12. A bolted inspection cover shall be provided that will allow any required maintenance to be done from the inside.
13. Dry hydrants (so called) are allowed in lieu of holding tanks if the Town Engineer and the Fire Department approve the water source.
14. There must be 6' of level ground around the Fire Department connection.
15. Protective bollards shall be installed in areas of potential physical damage. Bollard construction and design is sight specific and shall be approved prior to installation by the Authority Having Jurisdiction.
16. Tanks are required to be re-inspected internally by installer 30 days after installation.
17. The developer will be responsible for pumping any existing water, completely remove any foreign material of any kind i.e. gasket material, dirt, leaves, concrete dust, etc., prior to on site inspection by the Fire Department.
18. The developer will be responsible for filling the tank (under Fire Department supervision if desired by Fire Department).
19. An 18" concrete collar around the Fire Department connection shall be poured in place.

ARTICLE VI
Maintenance of Stormwater Collection Facilities

The stormwater collection facilities, i.e., ditches within the road right of way and level lip spreaders, will be maintained by Association in a clean operating condition by street sweeping and/or removing debris from roadside ditches as necessary to maintain flow.

The general requirements for this stormwater maintenance management manual will meet the standards of [Chapter 500], Stormwater Management Rules from the Maine Department of Environmental Protection, specific to the water quality feature concerned. In addition, the

specific maintenance requirements described in the Stormwater Inspection & Maintenance Manual attached to this Declaration.

ARTICLE VII
Protective Covenants and Restrictions

a. These Covenants apply to Lots 1-13.
b. No lot may be further divided.
c. The clearing on each lot shall be limited to the clearing windows shown on the approved subdivision plans [and each such window shall not exceed [20,000] square feet per lot]. Any deviation from this clearing window shall be approved by the Homeowner's Association and the Town of Brunswick Planning Department. The corners of the clearing windows will be demarcated on the ground by a licensed surveyor prior to any clearing of the individual lots. [The first seventy-five (75) feet of each lot abutting the Subdivision road shall not be cleared except as necessary to construct and maintain a driveway.]
d. No trailer, motor home, truck campers or similar temporary structures may be stored, placed or maintained on a lot as a dwelling structure.
e. Minimum sq ft living area of any dwelling to be erected on a lot shall be 1,300 sq ft for single story and 1,500 for two story.
f. No mobile homes will be permitted on any lot.
g. No lot shall be used for any purpose other than a single family residence. In law apartments and accessory dwelling units will be allowed with an increase in minimum sq ft of living area to 1,800 for single-story and 2,000 for two-story.
h. All homes shall be constructed on permanent concrete foundations.
i. No outside clotheslines shall be visible from any road.
j. No livestock or poultry of any kind shall be kept or raised on any lot. Only normal household pets are allowed. Dogs shall be permitted if leashed or otherwise restrained at all times. No exotic or banned pets will be allowed.
k. Trash, garbage, and other waste shall be kept in a concealed covered sanitary container.
l. All exterior construction work on any buildings or other construction shall be completed within one year from the date of the construction begins.
m. Unregistered motor vehicles and/or trailers are not to be used or stored on the property.
n. All exterior lighting shall be installed such that is does not create a nuisance for other lot owners.
o. All power to residences is to be underground from the lot line.
p. The home exteriors shall be sided with vinyl, composite, wood, metal, brick or stone.
q. All grounds are to be seeded and loamed within 1-year of the start of construction.
r. All buffer zones as listed on deeds will be maintained and no clearing other than normal maintenance will be done. All trees within buffer zones will be left, with no cutting without approval of the Homeowners Association.

s. All porches and decks on the front or side of the houses, or visible from the road, must have a covered roof.

t. Final design of new construction will be approved by the Declarant.

u. All lots will be assessed a monthly fee which will help cover the plowing and maintenance of the road [and private trash removal], and to cover the taxes and maintenance of the common/conservation land held, and for such other purposes as the Homeowners Association may deem necessary and appropriate.

v. No cutting, erecting of buildings, or altering of any of the common land/conservation land is permitted without Declarant approval.

w. Snow removed from any-onsite or off-site areas shall not be directed to, or stored within, any stormwater buffer or level lip spreader.

x. The Declarant shall not be responsible for lot assessments until such time as a building permit is issued, if Declarant owns a Lot at that time. A lot owner, other than the Declarant, shall be responsible for assessments from the time that owner purchases the lot.

y. The Declarant shall have the right to connect recreational trails on adjacent land to the recreational trails on the Property and to grant easement(s) to others for the use of designated recreational trails on the Property.

ARTICLE VIII
Severability

Each and every provision contained herein shall be considered to be independent and separate and in the event that any one or more shall for any reason be held to be invalid and unenforceable, all the remainder hereof shall, nevertheless, remain in full force and effect.

IN WITNESS WHEREOF, [_____, LLC] has executed this instrument this _____ day of _____, 2026.

Witness

_____

[_____, LLC]

By: _____
Stefanie Hallett, Manager

STATE OF MAINE
_____, ss

_____, 2026

Personally appeared the above-named Stefanie Hallett, in her capacity as Manager of [_____, LLC], and acknowledged the foregoing instrument to be her free act and deed in said capacity.

Before me,

_____

Notary Public/Attorney-at-Law

Declaration of Restrictive Covenants and Easements made this _____ day of _____, 2026 by Alex Hallett and Stefanie Hallett, of Brunswick, Maine, hereinafter referred to as “Declarant”.

WHEREAS, Declarant is the owner of certain property off Moody Road in the Town of Brunswick, County of Cumberland and State of Maine, which is a portion of that property described in a deed recorded in the Cumberland County Registry of Deeds at Book _____, Page ____; and

WHEREAS, Declarant submitted plans and specifications of the property for subdivision approval, which development is known as the "Garnet Ridge Subdivision", and is more particularly portrayed in a Plan entitled ["Overall Subdivision Plan" prepared by Terradyn Consultants, LLC dated _____, 2026, revised to _____, 2026 and approved by the Town of Brunswick Planning Board on _____, 2026 and recorded in the Cumberland County Registry of Deeds in Plan Book _____, Page _____] (the “Plans"); and

WHEREAS, in the ["Conditions of Approval", paragraph #____], the Declarant is required to record this Declaration to protect the areas labeled "Conservation Area Land to be Retained by Owner" on the Plans (hereinafter "Conservation Area").

NOW THEREFORE, per the requirements of Section 4.2.5.C of the Brunswick Zoning Ordinance, consistent with the objectives of the open space plan of the Town of Brunswick, the Conservation Area is and shall forever be held, transferred, sold, conveyed, occupied and maintained subject to the conditions and restrictions set forth below (collectively referred to "Restrictions") in perpetuity. The Restrictions shall run with the land and shall be binding on all parties having any right, title or interest in and to the property, or any portion thereof, and their heirs, personal representatives, successors, and assigns. Any present or future owner or occupant of the premises or any portion thereof, by the acceptance of a deed of conveyance shall be deemed to have accepted the property subject to the Restrictions and shall agree to be bound by, to comply with and to be subject to each and every one of the Restrictions hereinafter set forth.

1. The Conservation Area shall be used only for conservation, low-impact outdoor recreation, and natural resource management activities that do not adversely affect its rural and scenic character. All trails shall be for non-motorized recreational uses only including walking, running, hiking, biking, snowshoeing, cross-country skiing, foraging and horseback riding; provided that recreational snowmobile use is also allowed on designated trails.

2. The Conservation Area shall be kept in its substantially natural forested condition and woodland shall only be cut in order to remove hazards to human safety; prevent or control fire, disease or insect infestation; to remove invasive species; to restore native species; to remove dead vegetation as deemed reasonable; to create and maintain trails; to sustainably harvest cord wood for non-commercial, personal use by the Declarant; to mark boundaries;

or to enhance the wildlife habitat, provided that all such vegetation and forest management shall be limited and conducted in a manner to preserve the ecological health and scenic and rural character of the property.

3. No additional structures, temporary or permanent, may be constructed on the Conservation Area except as necessary to enhance the opportunity for low impact outdoor recreation, nature observation and study such as but not limited to, boundary markers; horse jumps; bog bridges; seats and benches; trail improvements; boardwalks; markers; footbridges; wetland crossings; and such other minor structures necessary for safety, erosion control, protection of fragile resources or enhancement of low impact use of the property.

4. The Conservation Area shall remain in their current configuration, as an entirety under single ownership, and shall not be further subdivided.

5. Declarant, and its successors and assigns, shall have access rights to the Conservation Area through Garnet Ridge Subdivision for the uses and purposes set forth herein and for purposes of monitoring the property and to comply with Declarant's maintenance and management duties as the owner of the property. Public access to the Conservation Area shall not be permitted. The lot owners of Garnet Ridge Subdivision shall have access rights to and over that approximately [_____-acre] portion of the Conservation Area identified on Exhibit 1 attached hereto (such portion, the "Shared Conservation Area"), but not to any other portion of the Conservation Area, which access rights shall be appurtenant to and shall be conveyed with any such lot in the Garnet Ridge Subdivision. Such lot owners and their invitees may access the Shared Conservation Area through the Garnet Ridge Subdivision and utilize such property for low impact outdoor recreation and nature observation subject to these Restrictions and any additional limitations and restrictions that the Declarant may impose on the Conservation Area as the owner. Declarant shall have the right to connect recreational trails on adjacent land to the recreational trails on the Conservation Area and to grant easement(s) to others for the use of designated recreational trails on the Conservation Area.

6. Any forested buffers that are located within the Conservation Areas on the approved Subdivision Plan shall be demarcated and protected from future disturbance.

7. The Declarant, the Garnet Ridge Subdivision Homeowners Association and/or Town of Brunswick shall have the right to access the Conservation Area on reasonable notice to determine if it is being maintained per the requirements of this Deed Restriction in the event of any failure to maintain the Conservation Area per the terms and conditions hereof. The Garnet Ridge Subdivision Homeowners Association and/or the Town of Brunswick may initiate enforcement and may require replanting of trees, a fine, and any other enforcement actions that are deemed necessary. Declarant shall be solely responsible for all costs of remediation, restoration, or other corrective action, including but not limited to, reasonable attorney's fees of the part(ies) bringing a successful enforcement action.

8. These Restrictions shall be in addition to, not in lieu of, any restrictions imposed on the Conservation Area by local, state and/or federal laws, including without limitation, the applicable Town of Brunswick zoning overlay districts that affect all or a portion of the property (e.g., wildlife habitat, aquifer protection and shoreland protection).

Each of the above restrictions and covenants shall be deemed a land use restriction running with the land as a burden and upon the title to the Conservation Area. The invalidity or enforcement of any of the provisions of these restrictions in whole or in part shall not affect the validity or enforceability of any other provisions or any valid or enforceable part of a provision of these restrictions.

Reserving to the Declarant, for the benefit of the lot owners in Garnet Ridge Subdivision, the right to access the property, subject to the restrictions set forth above and any other restrictions and conditions that may be imposed on the property.

[signatures/notaries on following page(s)]

IN WITNESS WHEREOF, Alex Hallett has executed this instrument this _____ day of _____, 2026.

Witness

_____ _____

Alex Hallett

STATE OF MAINE

_____, ss _____, 2026

Personally appeared the above-named Alex Hallett and acknowledged the foregoing instrument to be his free act and deed.

Before me,

_____

Notary Public/Attorney-at-Law

IN WITNESS WHEREOF, Stefanie Hallett has executed this instrument this _____ day of _____, 2026.

Witness

_____ _____

Stefanie Hallett

STATE OF MAINE

_____, ss _____, 2026

Personally appeared the above-named Stefanie Hallett and acknowledged the foregoing instrument to be his free act and deed.

Before me,

_____

Notary Public/Attorney-at-Law

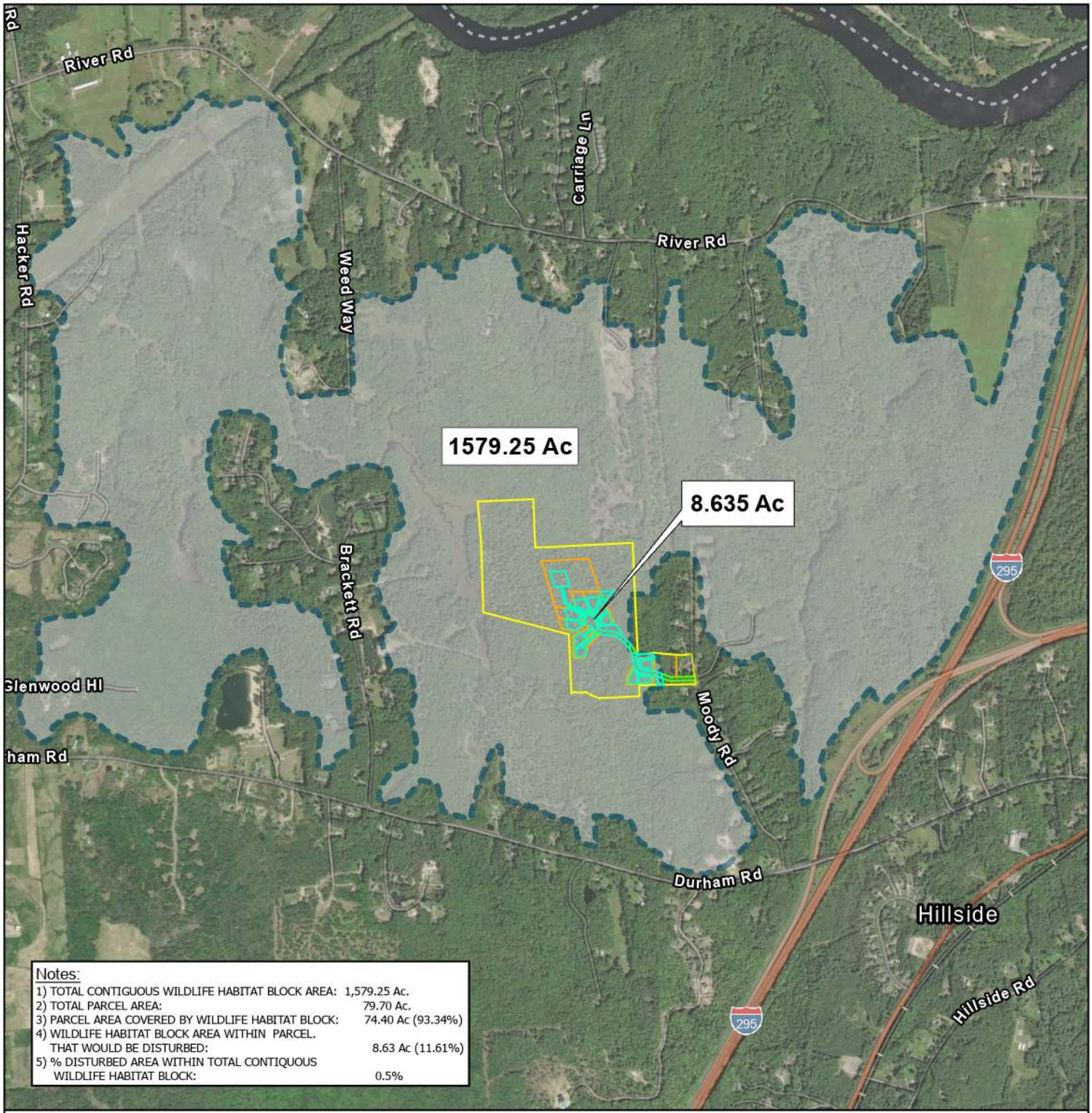
Exhibit 1

Description of Shared Conservation Area

[to be attached]

ATTACHMENT 3

Wildlife Block Figure



Notes:

1) TOTAL CONTIGUOUS WILDLIFE HABITAT BLOCK AREA:	1,579.25 Ac.
2) TOTAL PARCEL AREA:	79.70 Ac.
3) PARCEL AREA COVERED BY WILDLIFE HABITAT BLOCK:	74.40 Ac (93.34%)
4) WILDLIFE HABITAT BLOCK AREA WITHIN PARCEL. THAT WOULD BE DISTURBED:	8.63 Ac (11.61%)
5) % DISTURBED AREA WITHIN TOTAL CONTIQUOUS WILDLIFE HABITAT BLOCK:	0.5%

Legend

- Development Area - 8.635 Ac
- Parcel Boundary
- Road ROW
- Interior Property Lines
- Contiguous Wildlife Protection Block - 1579.25 Ac

HABITAT BLOCK DEVELOPMENT IMPACTS

PROJECT:
GARNET RIDGE SUBDIVISION
119 MOODY ROAD, BRUNSWICK

PREPARED FOR:
ALEX AND STEFANIE HALLET
119 MOODY ROAD
BRUNSWICK, MAINE 04011

TERRADYN CONSULTANTS, LLC

PINELAND
41 CAMPUS DRIVE SUITE 301
NEW GLOUCESTER, ME 04260

PORTLAND
565 CONGRESS STREET, SUITE 201
PORTLAND, ME 04101

AUBURN
95 MAIN STREET, 2ND FLOOR
AUBURN, ME 04210

207.926.5111 - Info@terradynconsultants.com - www.terradynconsultants.com

PROJECT NO: 25-34
DATE: 1/5/2026
SCALE: 1 IN = 1,800 FT

N E S W

SHEET: 1
OF: 1

ATTACHMENT 4

Traffic Impact Assessment

Barton & Loguidice

TRAFFIC IMPACT STUDY

FOR PROPOSED

Garnet Ridge Subdivision

119 Moody Rd, Brunswick, Maine

Prepared For: **Terradyn Consultants, LLC**
Prepared By: Barton & Loguidice, LLC

January 5, 2026

4502.006.001

TABLE OF CONTENTS

Traffic Impact Study
Garnet Ridge Subdivision
119 Moody Road, Brunswick, Maine

1 INTRODUCTION

The applicant is proposing the development of 12 single-family homes on the parcel addressed 119 Moody Road in the town of Brunswick. Refer to Image 1 for the location of the proposed development. Moody Road is a dead end road which intersects with Durham Road just west of the I-295 overpass.

The existing site is occupied by a single-family home that is older than 10 years, and is provided access by a residential driveway entrance that intersects with the western side of Moody Road. The existing dwelling unit and its access will remain with the development of the project. Access to the proposed dwelling units will be provided via an internal roadway which intersects with Moody Road at a proposed intersection with the western side of Moody Road, opposite Crossman Drive.

The purpose of this traffic impact study is to examine existing traffic conditions at the site's proposed intersection with Moody Road and the existing intersection of Moody Road and Durham Road, estimate the total number of site trips generated by the project, and determine whether the existing transportation system can safely accommodate the added traffic generated by the project.

Image 1 - Development Site

2 EXISTING CONDITIONS

2.1 Existing Development Site

The existing site is located on the parcel addressed 119 Moody Road in the town of Brunswick. The parcel is occupied by an existing single-family home that is older than 10 years. The existing site is provided access by a 34-foot wide, 75-foot long residential driveway.

2.2 Study Intersection

For this traffic impact study, we have identified the unsignalized **intersection of Moody Road and Durham Road** as the project's study intersection. Moody Road is stop-controlled, and Durham Road is free-flowing.

Durham Road, fronting Moody Road, is a 2-lane bi-directional roadway, posted at 45mph.

Moody Road is a dead-end residential roadway that is paved up to a point just past the proposed site driveway. To the left of the site driveway, the Town's jurisdiction ends, and Moody Road turns into a narrow gravel driveway.

MaineDOT's Map Viewer system indicates that Moody Road is unposted. However, our field review shows that Moody Road is posted at 30mph, which seems reasonable given the characteristics of the roadway. Moody Road is approximately 21 feet wide, and its narrow width, along with its vertical and horizontal curves, are expected to help keep vehicle speeds down.

2.3 Existing Traffic Conditions

Turning movement counts were collected at the study intersection on November 5th, 2025, during the weekday AM and PM commuter time periods. All traffic entering the study intersection was recorded in 15-minute intervals between 7 and 9 AM, and between 3 and 6 PM. The turning movement counts are attached in *Section A of the appendix*.

A summary of the turning movement counts shows that the AM peak hour begins at 7 AM, and the PM peak hour begins at 4:15 PM. The peak hour traffic volumes are shown in **Figure 1**, attached in *Section A of the appendix*.

3 BACKGROUND TRAFFIC

3.1 Seasonal Adjustments

Traffic data collected during the month of November requires a seasonal adjustment to reflect the "peak" travel conditions typically found during the summer months of July and August. MaineDOT provides Weekly Mean Factors for adjusting traffic volumes collected outside of the peak months.

MaineDOT utilizes highway classifications of I, II, or III for all State and Local roadways. MaineDOT's 2023 Count Book classifies Durham Road as a Group I roadway, defined as "*roadways or urban roads are those which carry commuter traffic and exhibit little seasonal change in traffic volumes."* In accordance with MaineDOT's 2024 Weekly Group Mean Factors, a seasonal adjustment of **1.08** has been applied to the traffic volumes recorded at the study intersection.

3.2 Future Traffic Growth

This traffic impact study has been prepared based on a projected build-out year of 2026. MaineDOT's 2023 *Count Book* recorded an annual average daily traffic (AADT) volume of 4,630 in 2019 and an AADT of 4,520 in 2022 on Durham Road at a point northwest of US 1. The AADT counts show that traffic volumes on Durham Road have decreased by approximately 1% annually. For the purposes of this study, we will assume that a 1% annual growth will occur on Durham Road and Moody Road.

Figure 2, attached in *Section A of the appendix,* depicts the 2026 design hour traffic volumes. This figure has been prepared by applying the seasonal and annual adjustments to the peak hour traffic volumes shown in Figure 1.

3.3 Other Development Traffic

The town of Brunswick, Planning Department, has been contacted and was requested to identify all pending or approved other development projects whose trips may impact the intersection of Moody Road and Durham Road. At this time, no confirmation of other development trips has been provided. For the purposes of this traffic study, and to be conservative, we will assume that the background traffic volumes entering and exiting Moody Road will increase by a substantial 25% due to other development traffic on Moody Road. We have assumed that the through volumes on Durham Road will increase by 5%.

Figure 3, attached in *Section A of the appendix*, illustrates the other development trips.

3.4 2026 Pre-Development Traffic

Figure 4, attached in *Section A of the appendix*, illustrates the 2026 pre-development traffic volumes. This figure has been prepared by combining the 2026 design hour traffic volumes shown in Figure 2 with the other development trips shown in Figure 3.

4 PROPOSED CONDITIONS

4.1 Development

The applicant is proposing the development of a 12 single-family homes.

4.2 Site Access

Access to the development site will be provided via a proposed entrance, which intersects with the western side of Moody Road, opposite Crossman Drive.

4.3 Proposed Site Trip Generation

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

Trip generation calculations for the proposed subdivision have been prepared using LUC #210 – Single-Family Detached Housing. The trip generation calculations for the 12 single-family homes are provided below in Table 4A.

Table 4A
ITE Trip Generation Calculations

Land Use	Single-Family Detached Housing - LUC 210						
Time Period	**Dwelling Units (X)**	**R^2**	**Fitted Curve Equation**	**Trips Generated (T)**	**Distribution Entering / Exiting**	**Enter**	**Exit**
Weekday	12	0.95	Ln(T) = 0.92 Ln(X) + 2.68	143	50% / 50%	72	71
AM Weekday Peak Hour (Street)	12	0.90	Ln(T) = 0.91 Ln(X) + 0.12	11	26% / 74%	3	8
PM Weekday Peak Hour (Street)	12	0.92	Ln(T) = 0.94 Ln(X) + 0.27	14	63% / 37%	9	5
AM Weekday Peak Hour (Generator)	12	0.91	T = 0.71(X) + 7.23	16	26% / 74%	4	12
PM Weekday Peak Hour (Generator)	12	0.92	Ln(T) = 0.93 Ln(X) + 0.36	14	64% / 36%	9	5

Table 4A shows that the proposed subdivision is expected to generate 11 trips during the AM peak hour of the adjacent street, and 14 trips during the PM peak hour of the adjacent street. During the peak hours of the generator, the project is shown to generate 16 trips and 14 trips during the AM and PM peak hours, respectively.

4.4 Trip Assignment

Traffic generated by the proposed development has been assigned through the intersection of Moody Road and Durham Road, based on actual volumes entering and exiting Moody Road.

Figure 5, attached in *Section A of the appendix,* illustrates the site trip assignment.

4.5 2026 Post-Development Traffic

The 2026 post-development traffic volumes are provided in **Figure 6**, attached in *Section A of the appendix*. The figure has been prepared by combining the 2026 pre-development traffic volumes shown in Figure 4 with the site trip assignment shown in Figure 5.

5 ANALYSES

5.1 Intersection Sight Distance

Intersection sight distances were recorded at the proposed site driveway's intersection with Moody Road, and from the Moody Road approach at the Durham Road intersection, in accordance with the criteria established within the MaineDOT's *Highway Driveway and Entrance Rules* publication, which require the following minimum sight distance for non-mobility roadways based upon the posted speed limit:

MaineDOT Sight Distance Standards	
Posted Speed Limit	**Minimum Sight Distance**
25 mph	200 feet
30 mph	**250 feet**
35 mph	305 feet
40 mph	360 feet
45 mph	425 feet
50 mph	495 feet

The section of Moody Road fronting the proposed development is posted at 30mph, requiring an unobstructed sight distance of 250 feet. Durham Road fronting Moody Road is posted at 45mph, requiring an unobstructed sight distance of 425 feet. In accordance with the *Highway Driveway and Entrance Rules,* sight distance measurements were recorded using the following procedures: "*Sight distance is measured to and from the point on the centerline of the proposed access that is located 10-feet from the edge of traveled way. The height of the hypothetical person's view is considered to be 3½ feet above the pavement and the height of the object being viewed is considered to be 4¼ feet above the pavement.*"

Proposed Driveway: Looking to the right, we recorded a sight distance of over 425 feet.

Looking left, a sightline of approximately 150 feet is provided through the end of the public way and onto the private 10-foot-wide gravel extension. This sightline can be increased by removing some trees located to the left of the proposed driveway and trimming the arborvitae located on the right side of the

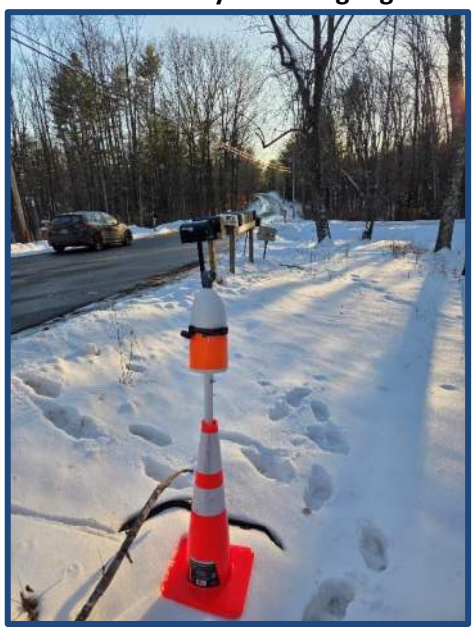
lot's existing driveway. Minor grading along the front of the existing units' lot is also recommended. Once the trees are removed, the arborvitae are trimmed, and the lot is regraded, we recommend that the sight distance be re-measured to confirm that the 250-foot sightline is met, looking left onto the private Moody Road extension. See photos below.

Moody Road at Durham Road: Sight distance measurements were recorded from the Moody Road approach, looking directionally onto Durham Road to confirm that adequate sight distances were provided. Looking both left and right, we recorded sightlines in excess of 450 feet. See photos below.

Photos:

Site Driveway – Looking Left

Site Driveway – Looking Right



Durham Road – Looking Left

Durham Road – Looking Right

5.2 Crash Analysis

Crash data for the latest three-year time period (2022-2024) was provided by MaineDOT's Crash Records Section for Moody Road, and the section of Durham Road between and including the intersections at Brackett Road and Merryman Lane. MaineDOT's crash report is attached in *Section B of the appendix*, and summarized below in Table 5A:

Table 5A
2022 - 2024 Crash Summary
Washington Ave btw. Fox St and Eastern Promenade

#	Location	Total Crashes	Critical Rate Factor
1	Durham Rd at Merryman Ln	0	0.00
2	Durham Rd at Moody Rd	1	0.49
3	Durham Rd at Brackett Rd	1	0.55
4	Moody Rd at the Dead-End	0	0.00
5	Durham Rd between Brackett Rd and Moody Rd	9	0.49
6	Durham Rd between Moody Rd and Merryman Ln	3	0.29
7	Moody Rd between Durham Rd and Dead-End	0	0.00

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

- ***8 or more crashes in the most recent three-year period***
- ***A Critical Rate Factor (CRF) greater than or equal to 1.00***

The data presented in Table 5A indicate that there are no high-crash locations within the general vicinity of the site, nor are there any crash patterns at the intersection of Moody Road and Durham Road that may be exacerbated by the project's development. Additionally, no crashes were identified on Moody Road.

5.3 Capacity Analysis

A capacity analysis has been conducted for the intersection of Moody Road and Durham Road, comparing the 2026 pre-development (no-build) and 2026 post-development (full-build) traffic conditions.

Within the capacity analysis, we will review the level of service (LOS) for each lane at the study intersection. LOS is a measurement of the delay experienced by stopped vehicles at an intersection. LOS rankings are similar to the academic grading system, where an "A" is very good with little delay, and an "F" represents very poor conditions. The following chart presents the relationship between delay and LOS for unsignalized intersections.

Level of Service Criteria for Unsignalized Intersections	
Level of Service	**Total Control Delay (sec/veh)**
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 capacity analysis was performed using Synchro v12 inputs and SimTraffic v12 reporting outputs. The results are based upon 7 SimTraffic runs, averaging 5 runs with the lowest and highest run removed. The SimTraffic reports are included in *Section C of the appendix.* Table 5C, below, summarizes the results of the analysis completed for the weekday AM and PM peak hours of the pre- and post-development traffic conditions.

The following capacity analysis shows that there is a slight improvement in LOS in some lanes between the pre- and post-development analyses. The SimTraffic modeling software that we utilized for our analysis generally provides a reasonable and accurate depiction of the traffic conditions that we model. However, because SimTraffic is a microsimulation tool, there can sometimes be some very minor variations with individual traffic lanes. When we run our traffic models, there are 7 runs completed, with each run being 60 minutes. During that time, vehicles travel through the intersections over and over, and each time, the travel patterns are slightly different. This can lead to some very minor variations in results when comparing pre- and post-development travel conditions, especially when dealing with low volume movements. When this condition is observed, it is assumed that the pre- and post-development conditions are very similar.

Table 5C
Level of Service Summary

Intersection/Lane	2026 Pre-Development				2026 Post-Development			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS	Delay (sec./veh.)	LOS
Durham Road at Moody Road								
Durham Rd - EB LT	1.3	A	0.9	A	1.3	A	1.0	A
Durham Rd - WB TR	0.9	A	1.6	A	0.9	A	1.7	A
Moody Rd - SB LR	8.5	A	9.2	A	8.2	A	9.3	A
Overall	***1.5***	***A***	***1.5***	***A***	***1.5***	***A***	***1.7***	***A***

Table 5C shows that the intersection will continue to operate satisfactorily during the analyzed post-development AM and PM peak hours. At the study intersection of Durham Road and Moody Road, all lanes are shown to operate at LOS A with little to no change in average delay.

5.4 Vehicle Queue Analysis

In addition to outputting the vehicle delay, SimTraffic also provides vehicle queue reports, which show the expected average queue, 95th percentile queues, and maximum queues. The 95th percentile vehicle queues for the pre- and post-development conditions are summarized below in Table 5D, and the average and maximum queues are included in the SimTraffic reports.

Table 5D
95th Percentile Vehicle Queue Summary

Intersection/Lane	2026 Pre-Development		2026 Post-Development	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour
	Veh. Queue (ft)	Veh. Queue (ft)	Veh. Queue (ft)	Veh. Queue (ft)
Durham Road at Moody Road				
Durham Rd - EB LT	0	16	0	18
Durham Rd - WB TR	0	0	0	0
Moody Rd - SB LR	44	31	47	37

Similar to what was shown in the level of service, the vehicle queueing analysis shows that the proposed development has little to no impact on traffic operations at the intersection of Durham Road and Moody Road. In the pre- and post-development traffic conditions, the vehicle queueing analysis reports a vehicle queue of approximately 1 vehicle on the eastbound Durham Road approach in the PM peak hour, and a vehicle queue of approximately 1 to 2 vehicles on the Moody Road approach in the AM and PM peak hours, assuming a vehicle length of 25 feet.

Overall, with the development of the project, the vehicle queues are expected to only slightly increase at the study intersection. This increase is minimal and is expected to have minimal impact on traffic operations.

6 Summary

6.1 Trip Generation

The proposed site trip generation includes 11 trips during the AM peak hour of the adjacent street and 14 trips during the PM peak hour of the adjacent street. During the peak hours of the generator, the proposed development is expected to generate 16 trips in the AM peak hour and 14 trips during the PM peak hour. Overall, the proposed development will remain well below the 100-trip threshold required to trigger a MaineDOT Traffic Movement Permit.

6.2 Intersection Sight Distance

Intersection sight distance measurements were recorded from the proposed site driveway approach, looking directionally onto Moody Road, and from the Moody Road approach, looking directionally onto Durham Road, to confirm that the existing sightlines met MaineDOT's requirements. The section of Moody Road fronting the proposed development is posted at 30mph, which seems reasonable given the characteristics of the roadway. Moody Road is approximately 21 feet wide, and its narrow width, along with its vertical and horizontal curves, are expected to help keep vehicle speeds down. Based on the 30mph posted speed limit, the site driveway requires an unobstructed sight distance of 250 feet.

Durham Road fronting Moody Road is posted at 45mph, requiring an unobstructed sight distance of 425 feet.

Proposed Driveway: Looking to the right, we recorded a sight distance of over 425 feet.

Looking left, a sightline of approximately 150 feet is provided through the end of the public way and onto the private 10-foot-wide gravel extension. This sightline can be increased by removing some trees located to the left of the proposed driveway and trimming the arborvitae located on the right side of the lot's existing driveway. Minor grading along the front of the existing units' lot is also recommended. Once the trees are removed, the arborvitae are trimmed, and the lot is regraded, we recommend that the sight distance be re-measured to confirm that the 250-foot sightline is met, looking left onto the private Moody Road extension.

Moody Road at Durham Road: Sight distance measurements were recorded from the Moody Road approach, looking directionally onto Durham Road to confirm that adequate sight distances were provided. Looking both left and right, we recorded sightlines exceeding 450 feet.

6.3 Crash Analysis

Crash data for the latest three-year time period (2022-2024) was provided by MaineDOT's Crash Records Section for Moody Road and the Section of Durham Road between and including the intersections at Brackett Road and Merryman Lane. The crash analysis shows no high-crash locations within the general vicinity of the site, nor are there any crash patterns at the intersection of Moody Road and Durham Road that will be exacerbated by the project's development. Additionally, no crashes were identified on Moody Road.

6.4 Capacity Analysis

A capacity analysis was conducted for the intersection of Moody Road and Durham Road, examining the 2026 pre-development and post-development traffic conditions during the AM and PM peak hour time periods.

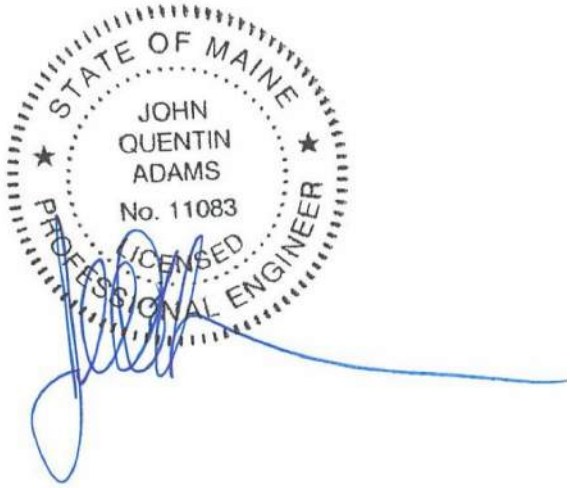
The capacity analysis shows that the proposed project will have minimal impact on the intersection of Moody Road and Durham Road. All approaches will continue to operate at LOS A with little to no change in average delay.

6.5 Vehicle Queue Analysis

A vehicle queueing analysis was conducted for the intersection of Moody Road and Durham Road, examining the 2026 pre-development and post-development traffic conditions during the AM and PM peak hour time periods.

The analysis shows that the proposed development has little to no impact on traffic operations at the intersection of Durham Road and Moody Road. In the pre- and post-development traffic conditions, the vehicle queueing analysis reports a vehicle queue of approximately 1 vehicle on the eastbound Durham Road approach in the PM peak hour, and a vehicle queue of approximately 1 to 2 vehicles on the Moody Road approach in the AM and PM peak hours, assuming a vehicle length of 25 feet.

Overall, with the development of the project, the vehicle queues are expected to slightly increase at the study intersection. This increase is minimal and is expected to have minimal impact on traffic operations.



John Q. Adams, P.E, PTOE
January 5, 2026

APPENDIX

A. TRAFFIC FIGURES & TRAFFIC COUNTS

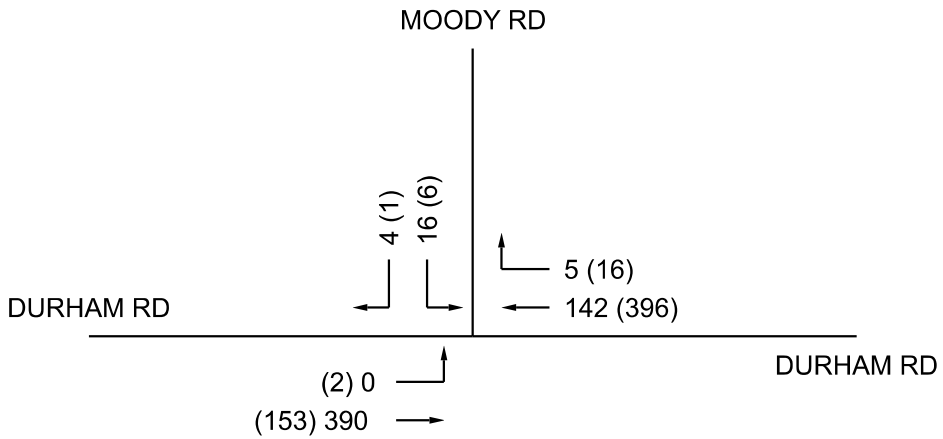
B. MAINEDOT CRASH DATA

C. SIMTRAFFIC REPORTS

APPENDIX A

TRAFFIC FIGURES & TRAFFIC COUNTS

AM PEAK HOUR BEGINS AT 7:00 AM
PM PEAK HOUR BEGINS AT 4:15 PM

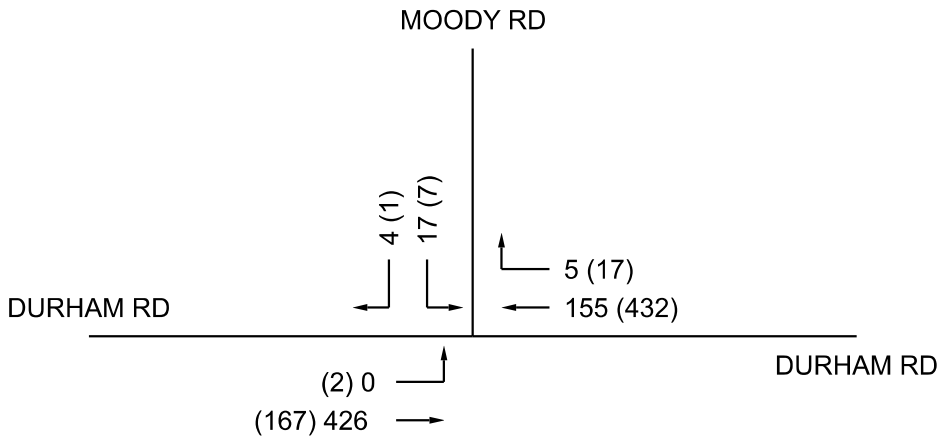


2025 PEAK HOUR TRAFFIC COUNT SUMMARY
FIGURE 1

LEGEND:
XX = AM PEAK HOUR
(XX) = PM PEAK HOUR

GARNET RIDGE SUBDIVISION
119 MOODY RD, BRUNSWICK, ME
4502.006.001 DATE: DEC., 2025

Barton & Loguidice

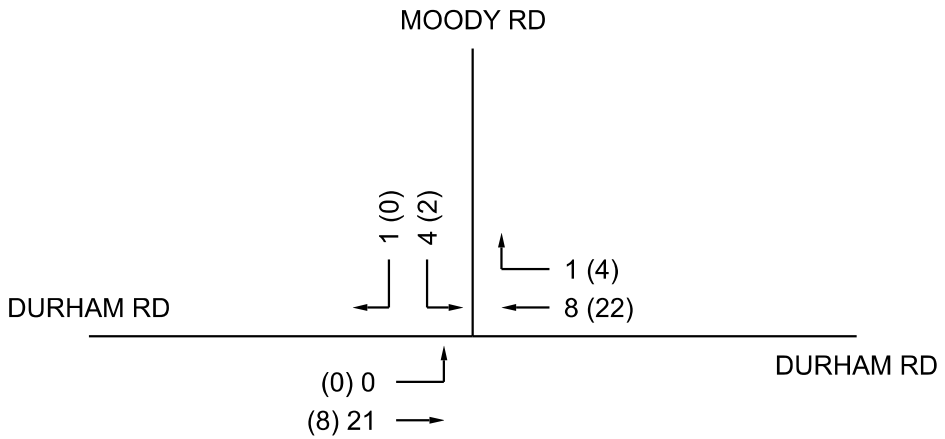


2026 DESIGN HOUR TRAFFIC VOLUMES
FIGURE 2

LEGEND:
XX = AM PEAK HOUR
(XX) = PM PEAK HOUR

GARNET RIDGE SUBDIVISION
119 MOODY RD, BRUNSWICK, ME
4502.006.001 DATE: DEC., 2025

Barton & Loguidice

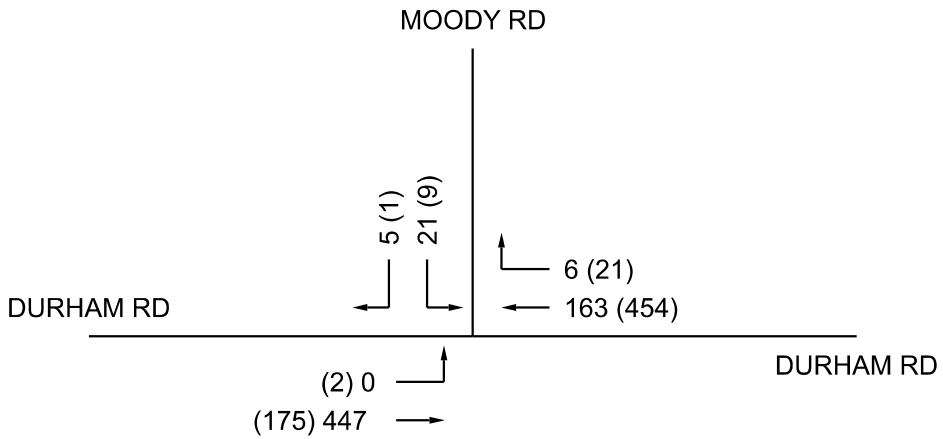


OTHER DEVELOPMENT TRAFFIC VOLUMES
FIGURE 3

LEGEND:
XX = AM PEAK HOUR
(XX) = PM PEAK HOUR

GARNET RIDGE SUBDIVISION
119 MOODY RD, BRUNSWICK, ME
4502.006.001 DATE: DEC., 2025

Barton & Loguidice

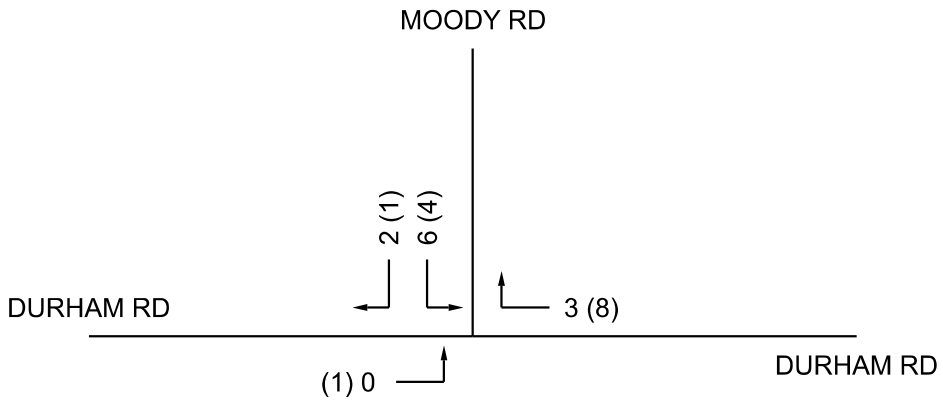


2026 PRE-DEVELOPMENT TRAFFIC VOLUMES
FIGURE 4

LEGEND:
XX = AM PEAK HOUR
(XX) = PM PEAK HOUR

GARNET RIDGE SUBDIVISION
119 MOODY RD, BRUNSWICK, ME
4502.006.001 DATE: DEC., 2025

Barton & Loguidice

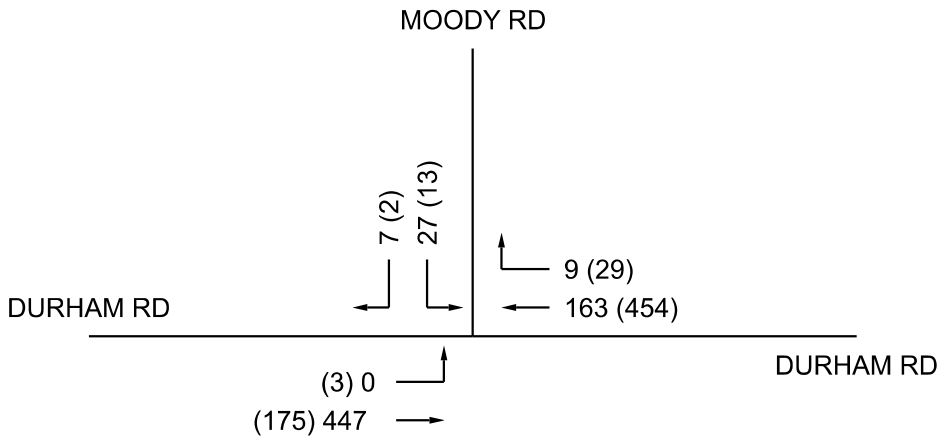


SITE TRIP ASSIGNMENT
FIGURE 5

LEGEND:
XX = AM PEAK HOUR
(XX) = PM PEAK HOUR

GARNET RIDGE SUBDIVISION
119 MOODY RD, BRUNSWICK, ME
4502.006.001 DATE: DEC., 2025

Barton & Loguidice



2026 POST-DEVELOPMENT TRAFFIC VOLUMES
FIGURE 6

LEGEND:
XX = AM PEAK HOUR
(XX) = PM PEAK HOUR

GARNET RIDGE SUBDIVISION
119 MOODY RD, BRUNSWICK, ME
4502.006.001 DATE: DEC., 2025

Barton & Loguidice

SUMMARY	
Project	Barton & Loguidice
Project Code	12273
Site Name	12273-1
Intersection Name	Moody Road & Durham Road
Legs and Movements	All Processed Legs & Movements
Count Interval	15
Start Time	07:00
End Time	17:45
Location	12273-1
Latitude and Longitude	(43.915539, -70.031879)

	START	END	PHF
AM PEAK	**11-05-2025 07:00:00**	**11-05-2025 08:00:00**	**0.88**
PM PEAK	**11-05-2025 16:15:00**	**11-05-2025 17:15:00**	**0.93**
Mid-Day PEAK			
Forced Peak AM			
Forced Peak PM			

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12273-1

Intersection Name: Moody Road & Durham Road

GPS: 43.915539, -70.031879

Date: 11-05-2025

TURNING MOVEMENT DATA

Leg	Durham Road						Durham Road						Moody Road						
Direction	EastBound						WestBound						SouthBound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00	0	96	0	96	0	0	29	1	0	30	0	0	6	1	0	7	0	0	133
07:15	0	113	0	113	0	0	39	0	0	39	0	0	6	1	0	7	0	0	159
07:30	0	84	0	84	0	0	37	0	0	37	0	0	3	1	0	4	0	0	125
07:45	0	97	0	97	0	0	37	4	0	41	0	0	1	1	0	2	0	0	140
Hourly Total	0	390	0	390	0	0	142	5	0	147	0	0	16	4	0	20	0	0	557
08:00	1	62	0	63	0	0	28	2	0	30	0	0	5	1	0	6	6	0	99
08:15	0	62	0	62	0	0	36	2	0	38	0	0	3	0	0	3	0	0	103
08:30	1	72	0	73	0	0	37	3	0	40	0	0	3	0	0	3	0	0	116
08:45	0	52	0	52	0	0	29	0	0	29	0	0	2	1	0	3	0	0	84
Hourly Total	2	248	0	250	0	0	130	7	0	137	0	0	13	2	0	15	6	0	402
15:00	1	24	0	25	0	0	69	0	0	69	0	0	7	0	0	7	0	0	101
15:15	0	33	0	33	0	0	56	4	0	60	0	0	1	1	0	2	0	0	95
15:30	1	36	0	37	0	0	80	2	0	82	0	0	0	0	0	0	0	1	119
15:45	0	36	0	36	0	0	85	0	0	85	0	0	1	1	0	2	0	5	123
Hourly Total	2	129	0	131	0	0	290	6	0	296	0	0	9	2	0	11	0	6	438
16:00	0	37	0	37	0	0	93	1	0	94	0	0	0	0	0	0	0	0	131
16:15	0	39	0	39	0	0	109	5	0	114	0	0	2	0	0	2	0	1	155
16:30	1	31	0	32	0	0	108	5	0	113	0	0	2	0	0	2	0	0	147
16:45	1	39	0	40	0	0	92	2	0	94	0	0	1	0	0	1	0	0	135
Hourly Total	2	146	0	148	0	0	402	13	0	415	0	0	5	0	0	5	0	1	568
17:00	0	44	0	44	0	0	87	4	0	91	0	0	1	1	0	2	0	0	137
17:15	0	34	0	34	0	0	91	0	0	91	0	0	2	1	0	3	0	0	128
17:30	0	36	0	36	0	0	58	3	0	61	0	0	0	0	0	0	0	0	97
17:45	0	19	0	19	0	0	60	1	0	61	0	0	0	0	0	0	0	0	80
Hourly Total	0	133	0	133	0	0	296	8	0	304	0	0	3	2	0	5	0	0	442
Grand Total	6	1046	0	1052	0	0	1260	39	0	1299	0	0	46	10	0	56	6	7	2407
Approach %	0	99	0	100	0	0	96	3	0	100	0	0	82	17	0	100	10	12	300
Total %	0	43	0	43	0	0	52	1	0	53	0	0	1	0	0	2	0	0	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars & Light Goods	4	1007	0	1011	0	0	1215	38	0	1253	0	0	44	9	0	53	0	0	2317
Cars & Light Goods	66	96	0	0	0	0	96	97	0	0	0	0	95	90	0	0	0	0	96
Single Unit Trucks	2	29	0	31	0	0	41	1	0	42	0	0	2	1	0	3	0	0	76
Single Unit Trucks	33	2	0	0	0	0	3	2	0	0	0	0	4	10	0	0	0	0	3
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12273-1

Intersection Name: Moody Road & Durham Road

GPS: 43.915539, -70.031879

Date: 11-05-2025

TURNING MOVEMENT DATA

Leg	Durham Road						Durham Road						Moody Road						
Direction	EastBound						WestBound						SouthBound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	7	0	7	0	0	4	0	0	4	0	0	0	0	0	0	0	0	11
Buses %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle on Road	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycle on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	7	0
Pedestrian %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0
Bicycle on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12273-1

Intersection Name: Moody Road & Durham Road

GPS: 43.915539, -70.031879

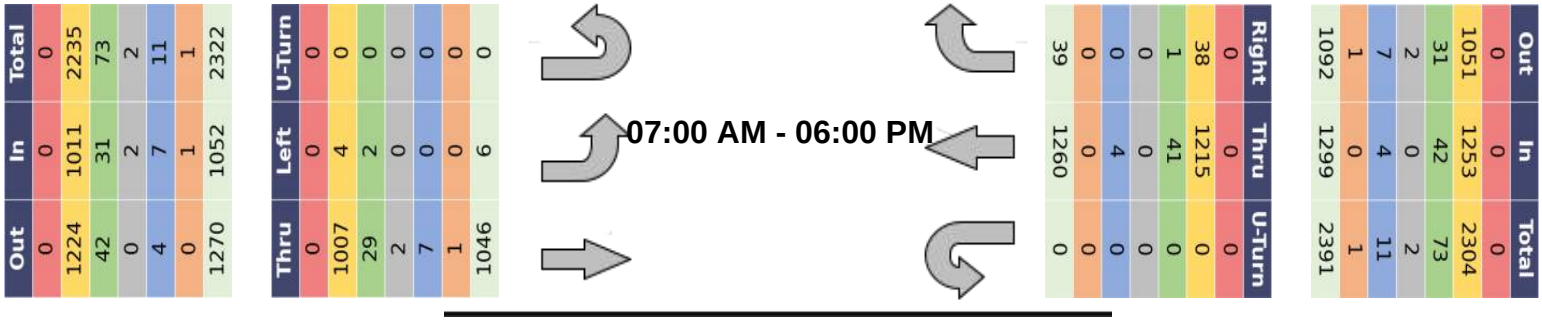
Date: 11-05-2025

Turning Movement Data

Out	In	Total
0	0	0
42	53	95
3	3	6
0	0	0
0	0	0
0	0	0
45	56	101

Right	Left	U-Turn
0	0	0
9	44	0
1	2	0
0	0	0
0	0	0
0	0	0
10	46	0

Class
Motorcycles
Cars & Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

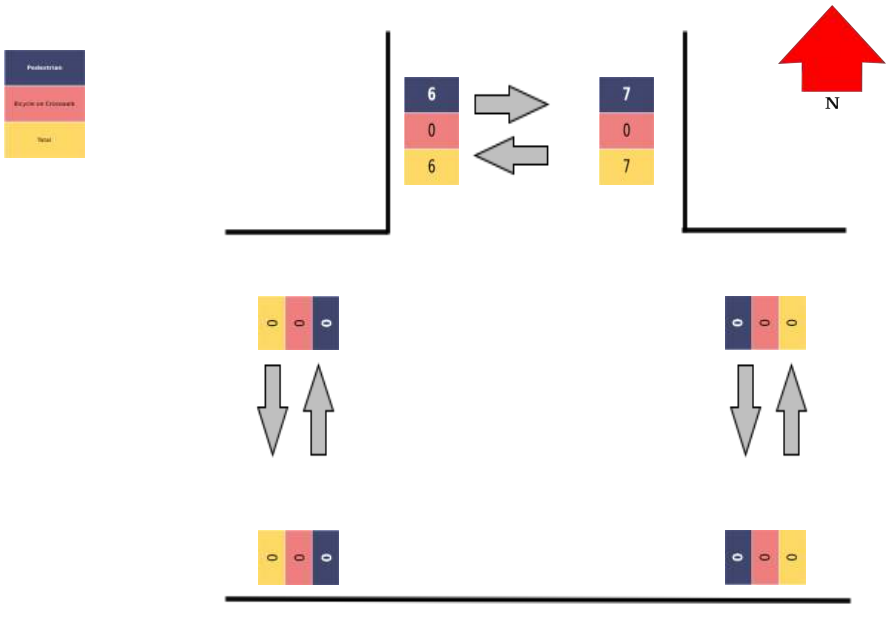


Out	In	Total
0	0	0
1224	1011	2235
42	31	73
0	2	2
4	7	11
0	1	1
1270	1052	2322

Thru	Left	U-Turn
0	0	0
1007	4	0
29	2	0
2	0	0
7	0	0
1	0	0
1046	6	0

Right	Thru	U-Turn
0	0	0
38	1215	0
1	41	0
0	0	0
0	4	0
0	0	0
39	1260	0

Out	In	Total
0	0	0
1051	1253	2304
31	42	73
2	0	2
7	4	11
1	0	1
1092	1299	2391



Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12273-1

Intersection Name: Moody Road & Durham Road

GPS: 43.915539, -70.031879

Date: 11-05-2025

TURNING MOVEMENT AM PEAK HOUR

Leg	Durham Road						Durham Road						Moody Road						
Direction	EastBound						WestBound						SouthBound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
07:00:00	0	96	0	96	0	0	29	1	0	30	0	0	6	1	0	7	0	0	133
07:15:00	0	113	0	113	0	0	39	0	0	39	0	0	6	1	0	7	0	0	159
07:30:00	0	84	0	84	0	0	37	0	0	37	0	0	3	1	0	4	0	0	125
07:45:00	0	97	0	97	0	0	37	4	0	41	0	0	1	1	0	2	0	0	140
Grand Total	0	390	0	390	0	0	142	5	0	147	0	0	16	4	0	20	0	0	557
Approach %	0	100	0	100	0	0	97	3	0	100	0	0	80	20	0	100	0	0	300
Total %	0	70	0	70	0	0	25	1	0	26	0	0	3	1	0	4	0	0	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars & Light Goods	0	376	0	376	0	0	132	5	0	137	0	0	15	4	0	19	0	0	532
Cars & Light Goods	0	96	0	0	0	0	93	100	0	0	0	0	94	100	0	0	0	0	96
Single Unit Trucks	0	11	0	11	0	0	9	0	0	9	0	0	1	0	0	1	0	0	21
Single Unit Trucks	0	3	0	0	0	0	6	0	0	0	0	0	6	0	0	0	0	0	4
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	2	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3
Buses %	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Bicycle on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.0	0.86	0.0	0.86	0.0	0.0	0.91	0.31	0.0	0.9	0.0	0.0	0.67	1.0	0.0	0.71	0.0	0.0	0.88

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12273-1

Intersection Name: Moody Road & Durham Road

GPS: 43.915539, -70.031879

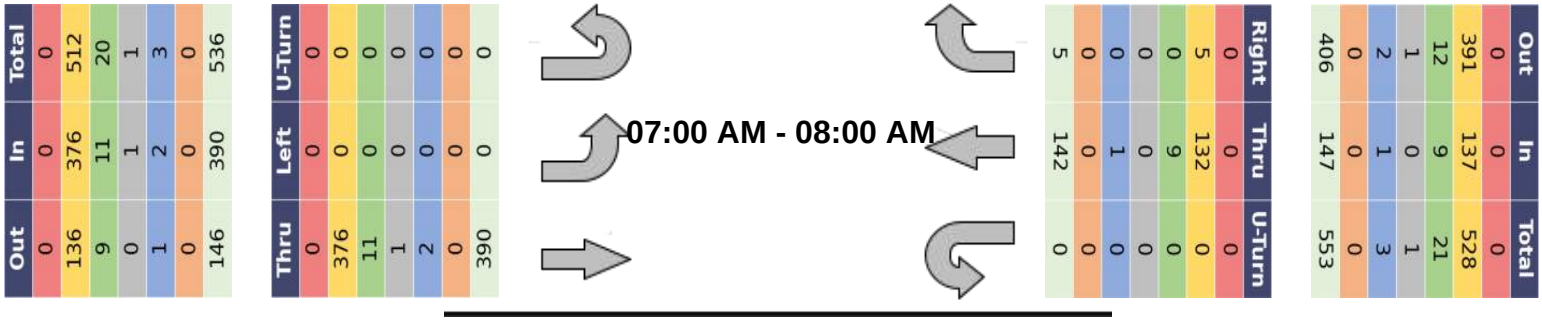
Date: 11-05-2025

AM Peak Turning Movement Data Summary

Out	In	Total
0	0	0
5	19	24
0	1	1
0	0	0
0	0	0
0	0	0
5	20	25

Right	Left	U-Turn
0	0	0
4	15	0
0	1	0
0	0	0
0	0	0
0	0	0
4	16	0

Class
Motorcycles
Cars & Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total



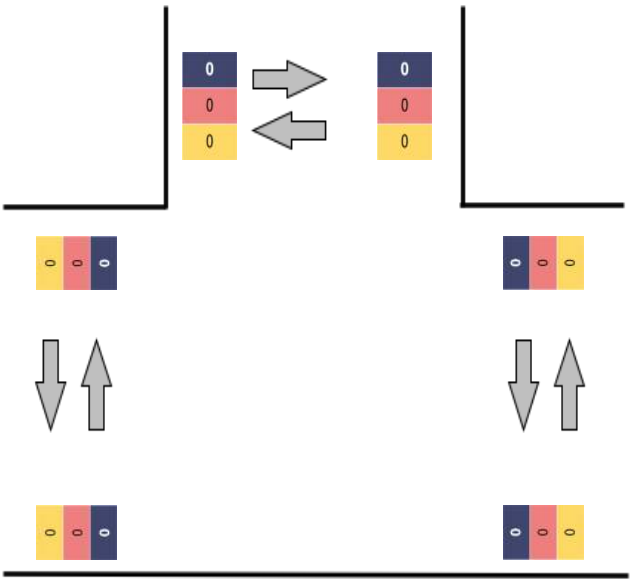
Out	In	Total
0	0	0
136	376	512
9	11	20
0	1	1
1	2	3
0	0	0
146	390	536

Thru	Left	U-Turn
0	0	0
376	0	0
11	0	0
1	0	0
2	0	0
0	0	0
390	0	0

Right	Thru	U-Turn
5	0	0
0	0	0
0	1	0
0	0	0
0	9	0
5	132	0
0	0	0
0	142	0

Out	In	Total
0	0	0
2	1	3
1	0	1
12	9	21
391	137	528
0	0	0
406	147	553

Pedestrian
Bicycle on Crosswalk
Total



Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12273-1

Intersection Name: Moody Road & Durham Road

GPS: 43.915539, -70.031879

Date: 11-05-2025

TURNING MOVEMENT PM PEAK HOUR

Leg	Durham Road						Durham Road						Moody Road						
Direction	EastBound						WestBound						SouthBound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Int Total
16:15:00	0	39	0	39	0	0	109	5	0	114	0	0	2	0	0	2	0	1	155
16:30:00	1	31	0	32	0	0	108	5	0	113	0	0	2	0	0	2	0	0	147
16:45:00	1	39	0	40	0	0	92	2	0	94	0	0	1	0	0	1	0	0	135
17:00:00	0	44	0	44	0	0	87	4	0	91	0	0	1	1	0	2	0	0	137
Grand Total	2	153	0	155	0	0	396	16	0	412	0	0	6	1	0	7	0	1	574
Approach %	1	99	0	100	0	0	96	4	0	100	0	0	86	14	0	100	0	14	300
Total %	0	27	0	27	0	0	69	3	0	72	0	0	1	0	0	1	0	0	100
Motorcycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycles %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars & Light Goods	2	149	0	151	0	0	388	16	0	404	0	0	6	1	0	7	0	0	562
Cars & Light Goods	100	97	0	0	0	0	98	100	0	0	0	0	100	100	0	0	0	0	98
Single Unit Trucks	0	3	0	3	0	0	8	0	0	8	0	0	0	0	0	0	0	0	11
Single Unit Trucks	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Buses	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Buses %	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle on Road %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Pedestrian %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle on Crosswalk %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	0.5	0.87	0.0	0.88	0.0	0.0	0.91	0.8	0.0	0.9	0.0	0.0	0.75	0.25	0.0	0.88	0.0	0.25	0.93

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12273-1

Intersection Name: Moody Road & Durham Road

GPS: 43.915539, -70.031879

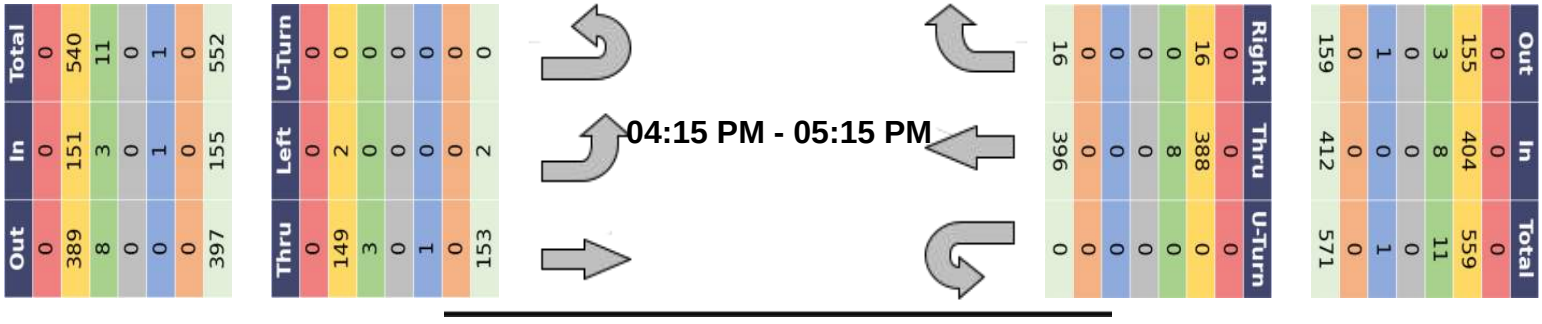
Date: 11-05-2025

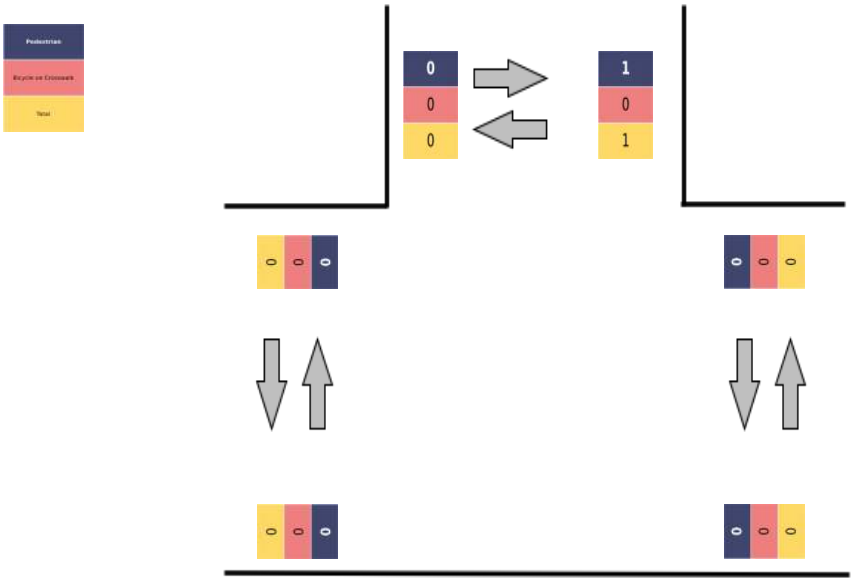
PM Peak Turning Movement Data Summary

Out	In	Total
0	0	0
18	7	25
0	0	0
0	0	0
0	0	0
0	0	0
18	7	25

Class
Motorcycles
Cars & Light Goods
Single Unit Trucks
Articulated Trucks
Buses
Bicycle on Road
Total

Right	Left	U-Turn
0	0	0
1	6	0
0	0	0
0	0	0
0	0	0
0	0	0
1	6	0





Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12273-1

Intersection Name: Moody Road & Durham Road

GPS: 43.915539, -70.031879

Date: 11-05-2025

Motorcycles

Leg	Durham Road					Durham Road					Moody Road					
Direction	EastBound					WestBound					SouthBound					
Start Time	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tri-State Traffic Data, Inc.

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Site: 12273-1

Intersection Name: Moody Road & Durham Road

GPS: 43.915539, -70.031879

Date: 11-05-2025

Cars & Light Goods

Leg	Durham Road					Durham Road					Moody Road					
Direction	EastBound					WestBound					SouthBound					
Start Time	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	89	0	0	0	24	1	0	0	0	5	1	0	0	0	120
07:15	0	111	0	0	0	38	0	0	0	0	6	1	0	0	0	156
07:30	0	81	0	0	0	36	0	0	0	0	3	1	0	0	0	121
07:45	0	95	0	0	0	34	4	0	0	0	1	1	0	0	0	135
Hourly Total	0	376	0	0	0	132	5	0	0	0	15	4	0	0	0	532
08:00	0	61	0	0	0	25	2	0	0	0	5	1	0	0	0	94
08:15	0	59	0	0	0	32	2	0	0	0	3	0	0	0	0	96
08:30	1	70	0	0	0	32	2	0	0	0	3	0	0	0	0	108
08:45	0	50	0	0	0	28	0	0	0	0	1	1	0	0	0	80
Hourly Total	1	240	0	0	0	117	6	0	0	0	12	2	0	0	0	378
15:00	1	24	0	0	0	66	0	0	0	0	7	0	0	0	0	98
15:15	0	28	0	0	0	56	4	0	0	0	1	1	0	0	0	90
15:30	0	35	0	0	0	76	2	0	0	0	0	0	0	0	0	113
15:45	0	33	0	0	0	81	0	0	0	0	1	0	0	0	0	115
Hourly Total	1	120	0	0	0	279	6	0	0	0	9	1	0	0	0	416
16:00	0	34	0	0	0	91	1	0	0	0	0	0	0	0	0	126
16:15	0	38	0	0	0	108	5	0	0	0	2	0	0	0	0	153
16:30	1	28	0	0	0	107	5	0	0	0	2	0	0	0	0	143
16:45	1	39	0	0	0	88	2	0	0	0	1	0	0	0	0	131
Hourly Total	2	139	0	0	0	394	13	0	0	0	5	0	0	0	0	553
17:00	0	44	0	0	0	85	4	0	0	0	1	1	0	0	0	135
17:15	0	33	0	0	0	91	0	0	0	0	2	1	0	0	0	127
17:30	0	36	0	0	0	57	3	0	0	0	0	0	0	0	0	96
17:45	0	19	0	0	0	60	1	0	0	0	0	0	0	0	0	80
Hourly Total	0	132	0	0	0	293	8	0	0	0	3	2	0	0	0	438
Total	4	1007	0	0	0	1215	38	0	0	0	44	9	0	0	0	2317

Tri-State Traffic Data, Inc.

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Site: 12273-1

Intersection Name: Moody Road & Durham Road

GPS: 43.915539, -70.031879

Date: 11-05-2025

Single Unit Trucks

Leg	Durham Road					Durham Road					Moody Road					
Direction	EastBound					WestBound					SouthBound					
Start Time	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	4	0	0	0	5	0	0	0	0	1	0	0	0	0	10
07:15	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
07:30	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4
07:45	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	11	0	0	0	9	0	0	0	0	1	0	0	0	0	21
08:00	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	4
08:15	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6
08:30	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	6
08:45	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0	4
Hourly Total	1	5	0	0	0	12	1	0	0	0	1	0	0	0	0	20
15:00	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
15:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
15:30	1	1	0	0	0	4	0	0	0	0	0	0	0	0	0	6
15:45	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	5
Hourly Total	1	7	0	0	0	9	0	0	0	0	0	1	0	0	0	18
16:00	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4
16:15	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
16:30	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
16:45	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	5	0	0	0	8	0	0	0	0	0	0	0	0	0	13
17:00	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
17:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4
Total	2	29	0	0	0	41	1	0	0	0	2	1	0	0	0	76

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12273-1

Intersection Name: Moody Road & Durham Road

GPS: 43.915539, -70.031879

Date: 11-05-2025

Articulated Trucks

Leg	Durham Road					Durham Road					Moody Road					
Direction	EastBound					WestBound					SouthBound					
Start Time	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12273-1

Intersection Name: Moody Road & Durham Road

GPS: 43.915539, -70.031879

Date: 11-05-2025

Buses

Leg	Durham Road					Durham Road					Moody Road					
Direction	EastBound					WestBound					SouthBound					
Start Time	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
08:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
08:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3
16:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	7	0	0	0	4	0	0	0	0	0	0	0	0	0	11

Tri-State Traffic Data, Inc.

www.TSTData.com

Site: 12273-1

Intersection Name: Moody Road & Durham Road

GPS: 43.915539, -70.031879

Date: 11-05-2025

Bicycle on Road

Leg	Durham Road					Durham Road					Moody Road					
Direction	EastBound					WestBound					SouthBound					
Start Time	Left	Thru	U-Turn	Peds CW	Peds CCW	Thru	Right	U-Turn	Peds CW	Peds CCW	Left	Right	U-Turn	Peds CW	Peds CCW	Int Total
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1

APPENDIX B

MAINEDOT CRASH DATA


Brackett Rd
12288
Durham Rd
Christina Dr
Jasper Dr
12263
Moody Rd
BRUNSWICK
Sergeant Ln
Sisters Wy
Bagatelle Ln
Mill Stream
Autumn View Ln
Durham Rd
12262
1142
6286
9968
28
19228
12264
6287
5685
295
Bluegrass Dr
12265
Ledge Brook Xing
Scale: 1:8469
600ft

Maine Department Of Transportation - Office of Safety, 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

Brunswick
Moody Rd-Durham Rd area

REPORT PARAMETERS

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

Route: **0500334**	Start Node: **12288**	Start Offset: **0**	☐ **Exclude First Node**
	End Node: **12265**	End Offset: **0**	☐ **Exclude Last Node**
Route: **0500339**	Start Node: **12262**	Start Offset: **0**	☑ **Exclude First Node**
	End Node: **12263**	End Offset: **0**	☐ **Exclude Last Node**

Crash Summary I

Nodes

Node	Route - MP	Node Description	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual M Ent-Veh	Crash Rate	Critical Rate	CRF
12265	0500334 - 2.93	Int of DURHAM RD MERRYMAN LN	1	0	0	0	0	0	0	0.0	1.645	0.00	0.42	0.00
												Statewide Crash Rate:	0.12	
12262	0500334 - 2.49	Int of DURHAM RD MOODY RD	1	1	0	0	0	0	1	0.0	1.563	0.21	0.43	0.00
												Statewide Crash Rate:	0.12	
12288	0500334 - 1.45	Int of BRACKETT RD DURHAM RD	1	1	0	0	0	0	1	0.0	1.406	0.24	0.44	0.00
												Statewide Crash Rate:	0.12	
12263	0500339 - 0.55	End of MOODY RD	1	0	0	0	0	0	0	0.0	0.033	0.00	-2.11	0.00
												Statewide Crash Rate:	0.12	
Study Years:	3.00	**NODE TOTALS:**		2	0	0	0	0	2	0.0	4.647	0.14	0.32	0.44

Crash Summary I

Sections

Start Node	End Node	Element	Offset Begin - End	Route - MP	Section Length	U/R	Total Crashes	Injury Crashes K	A	B	C	PD	Percent Injury	Annual HMVM	Crash Rate	Critical Rate	CRF
12262	12288	186550	0 - 1.04	0500334 - 1.45	1.04	1	9	0	0	0	1	8	11.1	0.01496	200.48	411.08	0.49
Int of DURHAM RD	MOODY RD			RD INV 05 00334											Statewide Crash Rate: 235.60		
12262	12265	5088354	0 - 0.44	0500334 - 2.49	0.44	1	3	0	0	1	0	2	33.3	0.00714	140.11	482.46	0.00
Int of DURHAM RD	MOODY RD			RD INV 05 00334											Statewide Crash Rate: 235.60		
12262	12263	5088353	0 - 0.55	0500339 - 0	0.55	1	0	0	0	0	0	0	0.0	0.00036	0.00	975.27	0.00
Int of DURHAM RD	MOODY RD			RD INV 05 00339											Statewide Crash Rate: 235.60		
Study Years:	3.00			**Section Totals:**	2.03		12	0	0	1	1	10	16.7	0.02246	178.08	380.50	0.47
				Grand Totals:	2.03		14	0	0	1	1	12	14.3	0.02246	207.76	411.86	0.50

Crash Summary

Section Details

Start Node	End Node	Element	Offset Begin - End	Route - MP	Total Crashes	Injury Crashes K	A	B	C	PD	Crash Report	Crash Date	Crash Mile Point	Injury Degree
12262	12288	186550	0 - 1.04	0500334 - 1.45	9	0	0	0	1	8	2023-1556	01/16/2023	1.57	C
											2022-654	01/05/2022	1.71	PD
											2023-33715	11/16/2023	1.81	PD
											2022-8625	03/15/2022	1.81	PD
											2022-17310	06/18/2022	1.82	PD
											2022-40149	11/10/2022	1.87	PD
											2022-6447	02/25/2022	2.01	PD
											2022-29175	10/07/2022	2.36	PD
											2023-7113	03/02/2023	2.38	PD
12262	12265	5088354	0 - 0.44	0500334 - 2.49	3	0	0	1	0	2	2022-21419	07/27/2022	2.50	PD
											2024-21582	08/07/2024	2.79	PD
											2024-17200	06/25/2024	2.84	B
12262	12263	5088353	0 - 0.55	0500339 - 0	0	0	0	0	0	0				
				Totals:	12	0	0	1	1	10				

Crash Summary II - Characteristics

Crashes by Day and Hour

	AM												PM													
	Hour of Day																									
Day Of Week	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**Un**	**Tot**
SUNDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MONDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TUESDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
WEDNESDAY	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3
THURSDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	4
FRIDAY	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
SATURDAY	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Totals	0	0	1	0	0	0	0	1	1	1	1	0	0	0	2	0	3	1	1	1	1	0	0	0	0	**14**

Vehicle Counts by Type

Unit Type	Total	Unit Type	Total
1-Passenger Car	9	23-Bicyclist	0
2-(Sport) Utility Vehicle	3	24-Witness	3
3-Passenger Van	0	25-Other	0
4-Cargo Van (10K lbs or Less)	0	26-Construction	0
5-Pickup	3	27-Farm Vehicle	0
6-Motor Home	0	28-Horse and Buggy	0
7-School Bus	0	**Total**	**18**
8-Transit Bus	0		
9-Motor Coach	0		
10-Other Bus	0		
11-Motorcycle	0		
12-Moped	0		
13-Low Speed Vehicle	0		
14-Autocycle	0		
15-Experimental	0		
16-Other Light Trucks (10,000 lbs or Less)	0		
17-Medium/Heavy Trucks (More than 10,000 lbs)	0		
18-ATV - (4 wheel)	0		
20-ATV - (2 wheel)	0		
21-Snowmobile	0		
22-Pedestrian	0		

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	6	1	0	0	0	0	7
Ran Off Roadway	3	0	0	0	0	0	3
Failed to Yield Right-of-Way	0	0	0	0	0	0	0
Ran Red Light	0	0	0	0	0	0	0
Ran Stop Sign	0	0	0	0	0	0	0
Disregarded Other Traffic Sign	0	0	0	0	0	0	0
Disregarded Other Road Markings	0	0	0	0	0	0	0
Exceeded Posted Speed Limit	1	0	0	0	0	0	1
Drove Too Fast For Conditions	4	0	0	0	0	0	4
Improper Turn	0	0	0	0	0	0	0
Improper Backing	0	0	0	0	0	0	0
Improper Passing	0	0	0	0	0	0	0
Wrong Way	0	0	0	0	0	0	0
Followed Too Closely	0	0	0	0	0	0	0
Failed to Keep in Proper Lane	0	0	0	0	0	0	0
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	0	0	0	0	0	0	0
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	0	0	0	0	0	0	0
Over-Correcting/Over-Steering	0	0	0	0	0	0	0
Other Contributing Action	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0
Total	**14**	**1**	**0**	**0**	**0**	**0**	**15**

Crashes by Apparent Physical Condition And Driver

Apparent Physical Condition	Dr 1	Dr 2	Dr 3	Dr 4	Dr 5	Other	Total
Apparently Normal	12	1	0	0	0	0	13
Physically Impaired	0	0	0	0	0	0	0
Emotional(Depressed, Angry, Disturbed, etc.)	0	0	0	0	0	0	0
Ill (Sick)	1	0	0	0	0	0	1
Asleep or Fatigued	1	0	0	0	0	0	1
Under the Influence of Medications/Drugs/Alcohol	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0
Total	**14**	**1**	**0**	**0**	**0**	**0**	**15**

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	3	0	0	0	0	3
20-24	1	0	0	0	0	1
25-29	1	0	0	0	0	1
30-39	3	0	0	0	0	3
40-49	3	0	0	0	0	3
50-59	3	0	0	0	0	3
60-69	0	0	0	0	0	0
70-79	1	0	0	0	0	1
80-Over	0	0	0	0	0	0
Unknown	0	0	0	0	0	0
Total	**15**	**0**	**0**	**0**	**0**	**15**

Crash Summary II - Characteristics

Most Harmful Event

Most Harmful Event	Total	Most Harmful Event	Total
1-Overturn / Rollover	1	38-Other Fixed Object (wall, building, tunnel, etc.)	0
2-Fire / Explosion	1	39-Unknown	0
3-Immersion	0	40-Gate or Cable	0
4-Jackknife	0	41-Pressure Ridge	0
5-Cargo / Equipment Loss Or Shift	0	**Total**	**15**
6-Fell / Jumped from Motor Vehicle	0		
7-Thrown or Falling Object	0		
8-Other Non-Collision	0		
9-Pedestrian	0		
10-Pedalcycle	0		
11-Railway Vehicle - Train, Engine	0		
12-Animal	6		
13-Motor Vehicle in Transport	3		
14-Parked Motor Vehicle	0		
15-Struck by Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	0		
16-Work Zone / Maintenance Equipment	0		
17-Other Non-Fixed Object	1		
18-Impact Attenuator / Crash Cushion	0		
19-Bridge Overhead Structure	0		
20-Bridge Pier or Support	0		
21-Bridge Rail	0		
22-Cable Barrier	0		
23-Culvert	0		
24-Curb	0		
25-Ditch	0		
26-Embankment	0		
27-Guardrail Face	0		
28-Guardrail End	0		
29-Concrete Traffic Barrier	0		
30-Other Traffic Barrier	0		
31-Tree (Standing)	0		
32-Utility Pole / Light Support	1		
33-Traffic Sign Support	1		
34-Traffic Signal Support	0		
35-Fence	0		
36-Mailbox	1		
37-Other Post, Pole, or Support	0		

Injury Data

Severity Code	Injury Crashes	Number Of Injuries
K	0	0
A	0	0
B	1	1
C	1	1
PD	12	0
Total	**14**	**2**

Road Character

Road Grade	Total
1-Level	7
2-On Grade	7
3-Top of Hill	0
4-Bottom of Hill	0
5-Other	0
Total	**14**

Traffic Control Devices

Traffic Control Device	Total
1-Traffic Signals (Stop & Go)	0
2-Traffic Signals (Flashing)	0
3-Advisory/Warning Sign	0
4-Stop Signs - All Approaches	0
5-Stop Signs - Other	1
6-Yield Sign	0
7-Curve Warning Sign	0
8-Officer, Flagman, School Patrol	1
9-School Bus Stop Arm	0
10-School Zone Sign	0
11-R.R. Crossing Device	0
12-No Passing Zone	0
13-None	12
14-Other	0
Total	**14**

Light

Light Condition	Total
1-Daylight	8
2-Dawn	0
3-Dusk	0
4-Dark - Lighted	0
5-Dark - Not Lighted	6
6-Dark - Unknown Lighting	0
7-Unknown	0
Total	**14**

Crash Summary II - Characteristics

Crashes by Year and Month

Month	2022	2023	2024	Total
JANUARY	1	1	0	2
FEBRUARY	1	0	1	2
MARCH	1	1	0	2
APRIL	0	0	0	0
MAY	0	0	0	0
JUNE	1	0	1	2
JULY	1	0	0	1
AUGUST	0	0	1	1
SEPTEMBER	0	0	0	0
OCTOBER	1	0	0	1
NOVEMBER	2	1	0	3
DECEMBER	0	0	0	0
Total	**8**	**3**	**3**	**14**

Report is limited to the last 10 years of data.

Crash Summary II - Characteristics

Crashes by Crash Type and Type of Location

Crash Type	Straight Road	Curved Road	Three Leg Intersection	Four Leg Intersection	Five or More Leg Intersection	Driveways	Bridges	Interchanges	Other	Parking Lot	Private Way	Cross Over	Railroad Crossing	Traffic Circle-Roundabout	Total
Object in Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rear End - Sideswipe	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Head-on - Sideswipe	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection Movement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Went Off Road	6	0	1	0	0	0	0	0	0	0	0	0	0	0	7
All Other Animal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fire	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Submersion	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Deer	5	0	1	0	0	0	0	0	0	0	0	0	0	0	6
Moose	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Turkey	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**12**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**14**

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Blowing Sand, Soil, Dirt												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Blowing Snow												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Clear												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	5	0	0	0	0	0	0	0	0	0	0	5
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	4	0	0	0	0	0	0	0	0	0	0	4
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	1	1
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	0	0	0	0	0	0
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather 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	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
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

Crash Summary II - Characteristics

Crashes by Weather, Light Condition and Road Surface

Weather / Light	Dry	Ice/Frost	Mud, Dirt, Gravel	Oil	Other	Sand	Slush	Snow	Unknown	Water (Standing, Moving)	Wet	Total
Sleet, Hail (Freezing Rain or Drizzle)												
Dark - Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Not Lighted	0	0	0	0	0	0	0	0	0	0	0	0
Dark - Unknown Lighting	0	0	0	0	0	0	0	0	0	0	0	0
Dawn	0	0	0	0	0	0	0	0	0	0	0	0
Daylight	0	0	0	0	0	0	1	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	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	2	0	0	0	2
Dusk	0	0	0	0	0	0	0	0	0	0	0	0
Unknown	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**9**	**1**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**14**

APPENDIX C

SIMTRAFFIC REPORTS

Summary of All Intervals

Run Number	2	3	4	6	7	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	649	640	643	641	671	648
Vehs Exited	647	643	644	641	672	650
Starting Vehs	5	8	7	7	4	5
Ending Vehs	7	5	6	7	3	6
Travel Distance (mi)	197	194	195	195	204	197
Travel Time (hr)	6.0	6.0	6.0	6.0	6.3	6.1
Total Delay (hr)	0.4	0.4	0.4	0.4	0.4	0.4
Total Stops	23	28	26	22	29	25
Fuel Used (gal)	5.0	4.9	5.0	4.9	5.1	5.0

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	2	3	4	6	7	Avg
Vehs Entered	173	158	194	175	199	180
Vehs Exited	172	160	195	177	185	178
Starting Vehs	5	8	7	7	4	5
Ending Vehs	6	6	6	5	18	9
Travel Distance (mi)	52	49	59	54	58	54
Travel Time (hr)	1.6	1.5	1.9	1.7	1.8	1.7
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1
Total Stops	11	9	8	9	11	10
Fuel Used (gal)	1.3	1.3	1.5	1.4	1.4	1.4

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	2	3	4	6	7	Avg
Vehs Entered	145	175	138	147	175	157
Vehs Exited	150	173	140	150	186	159
Starting Vehs	6	6	6	5	18	9
Ending Vehs	1	8	4	2	7	4
Travel Distance (mi)	45	52	42	45	55	48
Travel Time (hr)	1.4	1.6	1.3	1.4	1.7	1.5
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1
Total Stops	5	10	4	3	6	5
Fuel Used (gal)	1.1	1.3	1.0	1.1	1.4	1.2

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	2	3	4	6	7	Avg
Vehs Entered	170	155	154	151	147	155
Vehs Exited	166	157	151	150	150	155
Starting Vehs	1	8	4	2	7	4
Ending Vehs	5	6	7	3	4	5
Travel Distance (mi)	51	48	46	45	44	47
Travel Time (hr)	1.6	1.5	1.4	1.4	1.4	1.4
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1
Total Stops	4	5	7	2	6	5
Fuel Used (gal)	1.3	1.2	1.2	1.1	1.1	1.2

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	2	3	4	6	7	Avg
Vehs Entered	161	152	157	168	150	157
Vehs Exited	159	153	158	164	151	156
Starting Vehs	5	6	7	3	4	5
Ending Vehs	7	5	6	7	3	6
Travel Distance (mi)	49	46	48	51	46	48
Travel Time (hr)	1.5	1.4	1.5	1.6	1.4	1.5
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1
Total Stops	3	4	7	8	6	5
Fuel Used (gal)	1.2	1.2	1.2	1.3	1.2	1.2

3: Durham Rd & Moody Rd Performance by lane

Lane	EB	WB	SB	All
Movements Served	LT	TR	LR	
Denied Del/Veh (s)				0.3
Total Del/Veh (s)	1.3	0.9	8.5	1.5

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	1.9

Intersection: 3: Durham Rd & Moody Rd

Movement	SB
Directions Served	LR
Maximum Queue (ft)	44
Average Queue (ft)	18
95th Queue (ft)	44
Link Distance (ft)	603
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	1	2	4	5	7	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	724	665	676	646	659	675
Vehs Exited	717	668	668	645	662	671
Starting Vehs	2	8	4	3	7	4
Ending Vehs	9	5	12	4	4	6
Travel Distance (mi)	218	203	204	196	200	204
Travel Time (hr)	6.6	6.2	6.2	6.0	6.1	6.2
Total Delay (hr)	0.4	0.4	0.4	0.4	0.4	0.4
Total Stops	14	6	16	14	11	12
Fuel Used (gal)	5.6	5.0	5.2	4.9	5.2	5.2

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	1	2	4	5	7	Avg
Vehs Entered	206	183	187	182	195	190
Vehs Exited	204	182	181	181	195	188
Starting Vehs	2	8	4	3	7	4
Ending Vehs	4	9	10	4	7	6
Travel Distance (mi)	62	56	56	55	59	58
Travel Time (hr)	1.9	1.7	1.7	1.7	1.8	1.8
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1
Total Stops	6	2	5	1	3	3
Fuel Used (gal)	1.6	1.4	1.4	1.4	1.5	1.5

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	4	5	7	Avg
Vehs Entered	172	156	155	184	168	166
Vehs Exited	171	158	163	185	169	169
Starting Vehs	4	9	10	4	7	6
Ending Vehs	5	7	2	3	6	5
Travel Distance (mi)	52	48	48	56	51	51
Travel Time (hr)	1.6	1.4	1.5	1.7	1.6	1.6
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1
Total Stops	1	0	1	7	3	1
Fuel Used (gal)	1.3	1.2	1.2	1.4	1.3	1.3

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	4	5	7	Avg
Vehs Entered	165	171	149	135	133	151
Vehs Exited	158	170	147	136	134	149
Starting Vehs	5	7	2	3	6	5
Ending Vehs	12	8	4	2	5	5
Travel Distance (mi)	49	52	45	41	40	45
Travel Time (hr)	1.5	1.6	1.4	1.2	1.2	1.4
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1
Total Stops	3	0	7	3	2	3
Fuel Used (gal)	1.2	1.3	1.1	1.1	1.1	1.2

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	1	2	4	5	7	Avg
Vehs Entered	181	155	185	145	163	166
Vehs Exited	184	158	177	143	164	165
Starting Vehs	12	8	4	2	5	5
Ending Vehs	9	5	12	4	4	6
Travel Distance (mi)	55	47	55	44	50	50
Travel Time (hr)	1.6	1.5	1.7	1.3	1.5	1.5
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1
Total Stops	4	4	3	3	3	3
Fuel Used (gal)	1.4	1.2	1.4	1.1	1.3	1.3

3: Durham Rd & Moody Rd Performance by lane

Lane	EB	WB	SB	All
Movements Served	LT	TR	LR	
Denied Del/Veh (s)				0.3
Total Del/Veh (s)	0.9	1.6	9.2	1.5

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	1.9

Intersection: 3: Durham Rd & Moody Rd

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	42	34
Average Queue (ft)	2	9
95th Queue (ft)	16	31
Link Distance (ft)	709	603
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	2	3	4	6	7	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	664	655	643	641	671	656
Vehs Exited	663	657	644	641	672	655
Starting Vehs	6	8	7	7	4	6
Ending Vehs	7	6	6	7	3	6
Travel Distance (mi)	201	198	195	195	204	199
Travel Time (hr)	6.2	6.1	6.0	6.0	6.3	6.2
Total Delay (hr)	0.4	0.4	0.4	0.4	0.4	0.4
Total Stops	30	35	28	28	33	31
Fuel Used (gal)	5.1	5.1	5.0	4.9	5.1	5.0

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	2	3	4	6	7	Avg
Vehs Entered	183	158	194	175	199	181
Vehs Exited	183	160	195	177	185	180
Starting Vehs	6	8	7	7	4	6
Ending Vehs	6	6	6	5	18	9
Travel Distance (mi)	55	49	59	54	58	55
Travel Time (hr)	1.7	1.5	1.8	1.7	1.8	1.7
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1
Total Stops	14	10	8	12	11	11
Fuel Used (gal)	1.4	1.3	1.5	1.4	1.4	1.4

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	2	3	4	6	7	Avg
Vehs Entered	145	180	138	147	175	157
Vehs Exited	150	178	140	150	186	161
Starting Vehs	6	6	6	5	18	9
Ending Vehs	1	8	4	2	7	4
Travel Distance (mi)	45	53	42	45	55	48
Travel Time (hr)	1.4	1.7	1.3	1.4	1.8	1.5
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1
Total Stops	6	10	4	6	8	7
Fuel Used (gal)	1.1	1.4	1.0	1.1	1.4	1.2

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	2	3	4	6	7	Avg
Vehs Entered	175	165	154	151	147	158
Vehs Exited	166	168	151	150	150	157
Starting Vehs	1	8	4	2	7	4
Ending Vehs	10	5	7	3	4	5
Travel Distance (mi)	51	51	46	45	44	48
Travel Time (hr)	1.6	1.6	1.4	1.4	1.4	1.5
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1
Total Stops	7	11	8	2	8	7
Fuel Used (gal)	1.3	1.3	1.2	1.1	1.2	1.2

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	2	3	4	6	7	Avg
Vehs Entered	161	152	157	168	150	158
Vehs Exited	164	151	158	164	151	158
Starting Vehs	10	5	7	3	4	5
Ending Vehs	7	6	6	7	3	6
Travel Distance (mi)	50	46	48	51	46	48
Travel Time (hr)	1.5	1.4	1.5	1.6	1.4	1.5
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1
Total Stops	3	4	8	8	6	6
Fuel Used (gal)	1.3	1.2	1.2	1.3	1.2	1.2

3: Durham Rd & Moody Rd Performance by lane

Lane	EB	WB	SB	All
Movements Served	LT	TR	LR	
Denied Del/Veh (s)				0.3
Total Del/Veh (s)	1.3	0.9	8.2	1.5

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	2.0

Intersection: 3: Durham Rd & Moody Rd

Movement	SB
Directions Served	LR
Maximum Queue (ft)	53
Average Queue (ft)	20
95th Queue (ft)	47
Link Distance (ft)	603
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Run Number	2	3	4	5	7	Avg
Start Time	6:45	6:45	6:45	6:45	6:45	6:45
End Time	8:00	8:00	8:00	8:00	8:00	8:00
Total Time (min)	75	75	75	75	75	75
Time Recorded (min)	60	60	60	60	60	60
# of Intervals	5	5	5	5	5	5
# of Recorded Intervals	4	4	4	4	4	4
Vehs Entered	685	707	692	654	675	682
Vehs Exited	688	710	684	653	678	683
Starting Vehs	8	8	4	3	7	6
Ending Vehs	5	5	12	4	4	6
Travel Distance (mi)	208	214	208	198	205	207
Travel Time (hr)	6.4	6.6	6.4	6.1	6.3	6.4
Total Delay (hr)	0.5	0.5	0.5	0.4	0.5	0.5
Total Stops	14	18	20	18	15	17
Fuel Used (gal)	5.2	5.5	5.4	5.1	5.4	5.3

Interval #0 Information Seeding

Start Time	6:45
End Time	7:00
Total Time (min)	15

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	7:15
Total Time (min)	15

Volumes adjusted by PHF, Growth Factors.

Run Number	2	3	4	5	7	Avg
Vehs Entered	191	204	192	184	197	193
Vehs Exited	191	206	185	183	197	193
Starting Vehs	8	8	4	3	7	6
Ending Vehs	8	6	11	4	7	5
Travel Distance (mi)	58	62	57	56	60	58
Travel Time (hr)	1.8	1.9	1.8	1.7	1.8	1.8
Total Delay (hr)	0.1	0.2	0.1	0.1	0.1	0.1
Total Stops	5	9	9	5	3	6
Fuel Used (gal)	1.5	1.6	1.5	1.4	1.5	1.5

Interval #2 Information

Start Time	7:15
End Time	7:30
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	2	3	4	5	7	Avg
Vehs Entered	160	162	160	190	174	169
Vehs Exited	161	162	168	191	175	172
Starting Vehs	8	6	11	4	7	5
Ending Vehs	7	6	3	3	6	5
Travel Distance (mi)	49	49	49	58	53	52
Travel Time (hr)	1.5	1.5	1.5	1.8	1.7	1.6
Total Delay (hr)	0.1	0.1	0.1	0.2	0.1	0.1
Total Stops	2	2	1	7	5	2
Fuel Used (gal)	1.2	1.3	1.3	1.5	1.4	1.3

Interval #3 Information

Start Time	7:30
End Time	7:45
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	2	3	4	5	7	Avg
Vehs Entered	178	174	153	135	137	156
Vehs Exited	175	175	152	136	138	155
Starting Vehs	7	6	3	3	6	5
Ending Vehs	10	5	4	2	5	5
Travel Distance (mi)	54	53	46	41	41	47
Travel Time (hr)	1.7	1.6	1.4	1.2	1.3	1.4
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1
Total Stops	2	2	7	3	3	3
Fuel Used (gal)	1.3	1.3	1.2	1.1	1.1	1.2

Interval #4 Information

Start Time	7:45
End Time	8:00
Total Time (min)	15

Volumes adjusted by Growth Factors, Anti PHF.

Run Number	2	3	4	5	7	Avg
Vehs Entered	156	167	187	145	167	164
Vehs Exited	161	167	179	143	168	164
Starting Vehs	10	5	4	2	5	5
Ending Vehs	5	5	12	4	4	6
Travel Distance (mi)	48	51	55	44	51	50
Travel Time (hr)	1.5	1.5	1.7	1.3	1.5	1.5
Total Delay (hr)	0.1	0.1	0.1	0.1	0.1	0.1
Total Stops	5	5	3	3	4	4
Fuel Used (gal)	1.2	1.3	1.5	1.1	1.4	1.3

3: Durham Rd & Moody Rd Performance by lane

Lane	EB	WB	SB	All
Movements Served	LT	TR	LR	
Denied Del/Veh (s)				0.3
Total Del/Veh (s)	1.0	1.7	9.3	1.7

Total Network Performance

Denied Del/Veh (s)	0.3
Total Del/Veh (s)	2.1

Intersection: 3: Durham Rd & Moody Rd

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	34	34
Average Queue (ft)	2	13
95th Queue (ft)	18	37
Link Distance (ft)	709	603
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0